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Re-Evaluated Environmental Assessment
and
Section 4(f) Evaluation

Prepared for:

Montana Department of Transportation
Federal Highway Administration

Prepared by:

Carter & Burgess, Inc.

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April 1998

Re-Evaluated Environmental Assessment

for

F 19-2(11)48
Maxville - Drummond
Control No. 1280
in
Granite County

This document is prepared in conformance with MEPA requirements and contains the information required for an Re-Evaluated Environmental Assessment under the provisions of ARM 18.2.237(2)(3) and 18.2.239. It is also prepared in conformance with NEPA requirements for an Re-Evaluated Environmental Assessment under 23 CFR 771.129.

Submitted Pursuant to 42 USC 4332(2)(c), 49 U.S.C. 303
and Sections 2-3-104, 75-1-201 M.C.A.
by the
U.S. Department of Transportation
Federal Highway Administration
and the
Montana Department of Transportation

Submitted by: _____ Date: 4/8/98

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Reviewed and Approved: _____ Date: 4-20-98

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Table of Contents

Page No.

Recipients of the Environmental Assessment: ES-1
Executive Summary ES-1
1.0 Description of Proposed Action 1-1
1.1 Study Area Description 1-1
1.2 Preferred Alternative Description 1-1
2.0 Purpose and Need for Action 2-1
2.1 Introduction and Background 2-1
2.1.1 Introduction 2-1
2.1.2 Background 2-1
3.0 Alternatives 3-1
3.1 Alternatives Advanced 3-1
3.1.1 No-Build 3-1
3.1.2 Preferred Alternative (Alternative 1) 3-1
3.2 Alternative Considered But Not Advanced 3-1
3.2.1 Alternative 2 3-1
4.0 Existing Conditions, Impacts, and Mitigation Measures 4-1
4.1 Land Use, Zoning and Land Use Planning 4-1
4.1.1 Existing Conditions 4-1
4.1.2 Impacts 4-1
4.2 Prime and Unique Farmlands 4-2
4.2.1 Existing Conditions 4-2
4.2.2 Impacts 4-2
4.3 Socioeconomic 4-2
4.3.1 Existing Conditions 4-2
4.3.2 Socioeconomic Impacts 4-4
4.3.3 Environmental Justice 4-5
4.4 Right-of-Way and Relocations 4-5
4.4.1 Existing Conditions 4-5
4.4.2 Right-of-Way Impacts 4-5
4.4.3 Relocation Requirements 4-6
4.4.4 Right-of Way Mitigation 4-6
4.5 Pedestrians and Bicyclists 4-7
4.5.1 Existing Conditions 4-7
4.5.2 Pedestrian and Bicyclists Impacts 4-7
4.6 Parks and Recreation 4-7
4.6.1 Existing Conditions 4-7
4.6.2 Parks and Recreation Impacts 4-8
4.6.3 Parks and Recreation Mitigation 4-8
4.7 Air Quality 4-8
4.8 Noise 4-8

4.9 Water Resources/Quality 4-9
4.9.1 Existing Conditions 4-9
4.9.2 Water Resources/Quality Impacts 4-9
4.9.3 Water Resources/Quality Mitigation 4-11
4.10 Wetlands 4-12
4.10.1 Existing Conditions 4-12
4.10.2 Practicable Alternatives 4-14
4.10.3 Wetlands Impacts 4-15
4.10.4 Wetlands Mitigation 4-16
General Mitigation Guidelines 4-17
Minimization and Restoration During Design and Construction 4-17
4.11 Wildlife / Threatened and Endangered Species 4-17
4.11.1 Existing Conditions 4-18
4.11.2 Wildlife/Threatened and Endangered Species Impacts 4-19
4.11.3 Wildlife/Threatened and Endangered Species Mitigation 4-20
4.12 Floodplains 4-21
4.12.1 Existing Conditions 4-21
4.12.2 Floodplain Impacts 4-21
Boulder Creek 4-21
Flint Creek 4-22
Lower Willow Creek and Gird Creek 4-22
Summary of Impacts 4-22
4.12.3 Floodplain Mitigation 4-23
4.13 Cultural Resources 4-23
4.13.1 Existing Conditions 4-23
4.13.2 Cultural Resources Impacts 4-24
4.13.3 Cultural Resources Coordination 4-24
4.14 Hazardous Materials 4-25
4.14.1 Existing Conditions 4-25
Storage Tanks 4-25
Other Sites 4-27
4.14.2 Hazardous Materials Impacts 4-27
4.14.3 Mitigation 4-27
4.15 Visual 4-28
4.15.1 Existing Conditions 4-28
4.15.2 Visual Impacts 4-28
4.15.3 Visual Mitigation 4-29
4.16 Construction Impacts 4-29
4.16.1 Construction Mitigation 4-30
4.17 Utilities 4-30
4.18 Permits Required 4-31
4.19 Cumulative Impacts 4-31
4.20 Irreversible and Irretrievable Commitments of Resources 4-32
5.0 Draft Section 4(f) Evaluation 5-1

6.0 Comments and Coordination 6-1
6.1 Public Involvement Activities 6-1
6.2 List of Agencies with Jurisdiction and/or Permits Required 6-1
6.3 List of Other Agencies, Persons, or Groups Contacted or Have Contributed Information 6-3
7.0 List of Preparers 7-1

Appendix A: Meeting Minutes, Meeting Handouts and Newsletters
Appendix B: Agency Correspondence
Appendix C: 1991 Finding of No Significant Impact and 1990 Environmental Assessment

List of Figures

Figure No.	Title	Page No.
1-1	Typical Sections	1-2
4-1	Farmlands	4-3
4-2	Wetland Locations	4-13
4-3	Hazardous Materials Sites	4-26

Appendix C:

1	Project Location Map	2
2	Project Vicinity Map	3
3	Rural Typical Section	4
4	Urban Typical Section	5
5	Proposed Alternatives	8
7	Floodplain Encroachment Sites	13
8	Historical Sites & Landscaped Areas in Hall	18

List of Tables

Table No.	Title	Page No.
2-1	Average Daily Traffic Counts - Montana State Highway #1 (Primary Route P19), Maxville to Drummond	2-1
2-2	1993-1995 Vehicle Accident and Severity Rates	2-2
2-3	1993-1995 Vehicle Accident Type	2-3
4-1	Industry Contribution to the Economic Base in Granite County	4-4
4-2	Structure Relocations	4-6
4-3	Wetlands Impacted	4-15
4-4	Wetland Impacts by Classification	4-16
4-5	Threatened or Endangered Species in Montana	4-18

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Executive Summary

An Environmental Assessment (EA) was prepared for this project and signed by the Federal Highway Administration (FHWA) on July 26, 1990. A Finding of No Significant Impact (FONSI) was signed by the FHWA on March 13, 1991. The alternatives evaluated in this Re-Evaluated Environmental Assessment (REA) have not changed since the 1990 EA. This REA is being completed due to a lapse in time since the 1990 EA was signed. The purpose of this document is to update the 1990 EA. The REA is meant to be read as a stand alone document including all relevant facts from the 1990 EA, which can be found in Appendix C.

The Montana Department of Transportation (MDT), as advised by the Granite County Commissioners, proposes to reconstruct 23.0 kilometers (14.3 miles) of Montana State Highway

#1 (Primary Route P19) in Granite County, Montana. See Figures 1 and 2 located in the 1990 EA, Appendix C. The project begins at the town of Maxville and extends north to approximately 0.8 kilometers (0.5 miles) south of the town of Drummond. The proposed action will include reconstructing and widening the paved surface, flattening vertical and horizontal curves, improving the railroad crossing, improving poor drainage areas, and replacing the Willow Creek bridge. The finished width will generally conform to current design standards for a 96 kph (60 mph) roadway.

The project need is demonstrated by the accident rate along Montana State Highway #1 (Primary Route P19) from Maxville to Drummond which is more than twice the state average. The existing roadway is narrow and badly deteriorated with dangerous horizontal curves, and short crest vertical curves. In addition, sections of the current roadway are frequently flooded by spring thaws and/or heavy rains. Designation of the roadway as a "Pintlar Scenic Route" by MDT is an action which is expected to attract motorists to Montana State Highway #1 (Primary Route P19) who would normally drive along I-90. The Preferred Alternative is designed to accommodate future predicted traffic levels and to address the many different safety issues.

A number of alternatives were developed during the design process and in response to agency concerns raised during the review period of the 1990 Draft Environmental Assessment. These alternatives are discussed in Section 3.1.

An assessment of environmental impacts of the Preferred Alternative is included in Chapter 4 of this document. A summary of the major findings follows:

1. The Preferred Alternative will decrease accident probability.
2. The Preferred Alternative will adequately accommodate future traffic volumes.
3. The Preferred Alternative will reduce the potential for flooding across Montana State Highway #1 (Primary Route P19).
4. The Preferred Alternative will fill approximately 7.3 hectares (18.2 acres) of wetlands.
5. Approximately 20.7 hectares (51.8 acres) of prime farmlands will be impacted.
6. The Winninghoff Blacksmith Shop, a property eligible for listing on the National Register of Historic Places, will be impacted.
7. Approximately 0.88 hectares (2.2 acres) of floodplains will be impacted.
8. Contaminated soils may be encountered during construction of the Preferred Alternative.

1.0 Description of Proposed Action

1.1 Study Area Description

The project Study Area begins along Montana State Highway #1 (Primary Route P19) at the town of Maxville and extends north for 23.0 kilometers (14.3 miles) to just south of Drummond from km 77.8 (MP 48.3) to km 100.8 (MP 62.6). This section connects Interstate 90 and the communities in the northern part of the county to the county seat, Phillipsburg. Current roadway width is 6 meters (20 feet). Montana State Highway #1 (Primary Route P19) is paralleled in this segment by the Montana Rail Link railroad.

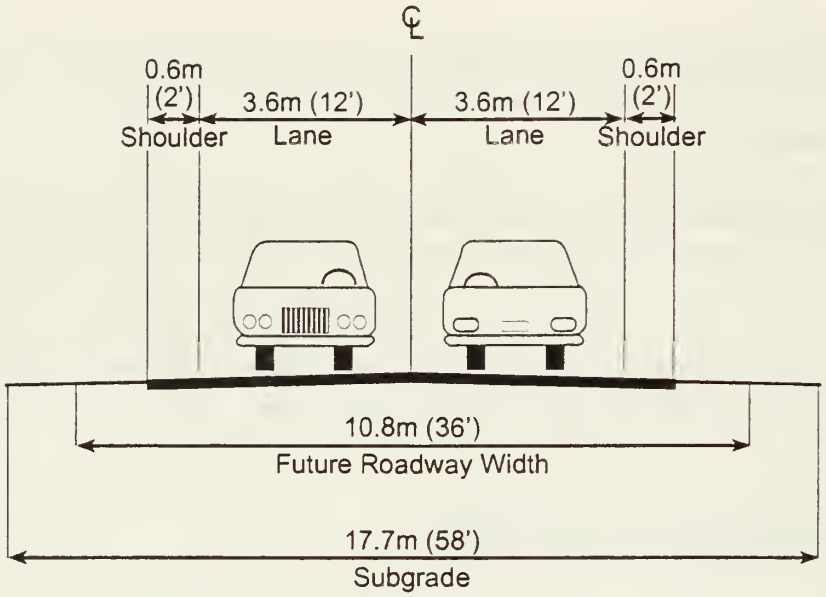
1.2 Preferred Alternative Description

The Preferred Alternative follows the existing highway for its entire length. A 8.4 meter (28 foot) wide paved roadway would be constructed with a subgrade that will allow for a future 10.8 meter (36 foot) wide roadway. A 13.4 meter (44 foot) wide section is proposed through Hall. This consists of 3.6 meter (12 foot) wide driving lanes and 3.0 meter (10 foot) wide shoulders. Typical cross-sections are shown on Figure 1-1. Other design criteria include a 96 kph (60 mph) design speed, a four percent maximum gradient and a maximum horizontal curve of 4 degrees 45 minutes. Drainage will be improved in areas which have experienced recurrent flooding. The lower Willow Creek bridge will be replaced with a new bridge 10.8 meters (36 feet) in width.

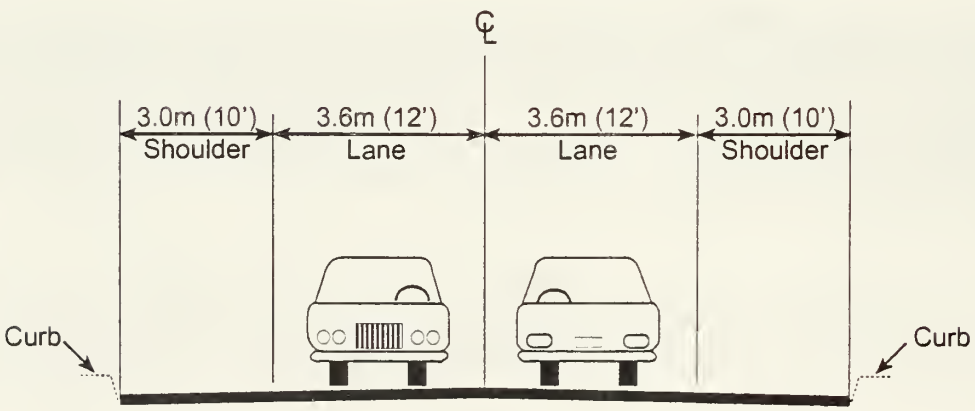
The Preferred Alternative includes some exceptions to current design standards which are based on a 96 kph (60 mph) speed and a daily traffic volume of 400 or more vehicles. Design standards call for bridge widths of 10.8 meters (36 feet); Flint Creek and Boulder Creek bridges are both 10.2 meters (34 feet) wide and will not be changed. In 1986 Flint Creek bridge was widened and Boulder Creek bridge was rebuilt. It is not deemed economically justifiable to replace or expand these bridges.

The railroad is a controlling parameter for the Preferred Alternative. The roadway runs parallel to the railroad for almost 17.7 kilometers (11 miles) of the project's 23 kilometers (14.3 miles). Although the tracks have not been removed, Montana Rail Link has not abandoned the line and does not plan to do so. Consequently, all highway work must be planned as if the railroad were active. This means that a separation of 15 meters (50 feet) between the railroad centerline and the highway shoulder must be maintained. A second criteria is that the distance from the railroad centerline to the edge of the highway easement must be 7.5 meters (25 feet). Depending on the terrain, this could increase the 15 meters (50 feet) separation noted above.

Following is a summary of the major features of the Preferred Alternative:



Typical Section



Typical Section Through
the Town of Hall

- Reconstruct Montana State Highway #1 (Primary Route P19) to provide two 3.7 meter (12 foot) lanes with 0.6 meter (2 foot) paved shoulders. Construct subgrade to accommodate a future 10.8 meter (36 feet) paved surface.

- Reconstruct Montana State Highway #1 (Primary Route P19) through Hall with a 13.4 meter (44 foot) wide section proposed through Hall. This consists of 3.6 meter (12 foot) wide driving lanes and 3.0 meter (10 foot) wide shoulders. This reconstruction will take place from Station 479+00 to Station 497+00 for a total of 548.6 meters (1800 feet).

- Reconstruct horizontal and vertical curves consistent with the proposed design speed of 96 kph (60 mph).

- Improve drainage where necessary in order to reduce the probability of roadway flooding.

- Replace the Lower Willow Creek Bridge with a new bridge 10.8 meters (36 feet) in width.

2.0 Purpose and Need for Action

2.1 Introduction and Background

2.1.1 Introduction

Montana State Highway #1 (Primary Route P19) is narrow and badly deteriorated with a high accident rate. Sections of the highway occasionally flood due to the high water table prevalent throughout the Study Area as well as poor roadside drainage. In addition, Montana State Highway #1 (Primary Route P19) is signed "Pintlar Scenic Route" by the Montana Department of Transportation (MDT) and as such may attract tourists/motorists who might otherwise use I-90 on their trip between Missoula and Butte. The Flint Creek Valley and its surrounding environs have always been a prime fishing and hunting area. The Discovery Basin ski area, located 29 kilometers (18 miles) south of Maxville on Montana State Highway #1 (Primary Route P19), attracts many skiers who use the northern section of Montana State Highway #1 (Primary Route P19) from I-90 to arrive at their destination. These recreationists add to local traffic which includes heavy trucks associated with local ranching, mining, and logging operations.

The purpose of this project is to improve this 23 kilometer (14.3 mile) stretch of highway so that it can safely accommodate all present and future traffic by bringing the road up to current standards. See Table 2-1 for average daily traffic counts from 1991 to 1995.

Table 2-1
Average Daily Traffic Counts -
Montana State Highway #1 (Primary Route P19) Maxville to Drummond

Location	1991	1992	1993	1994	1995
km 91.8 (MP 57)	885	850	810	930	910

2.1.2 Background

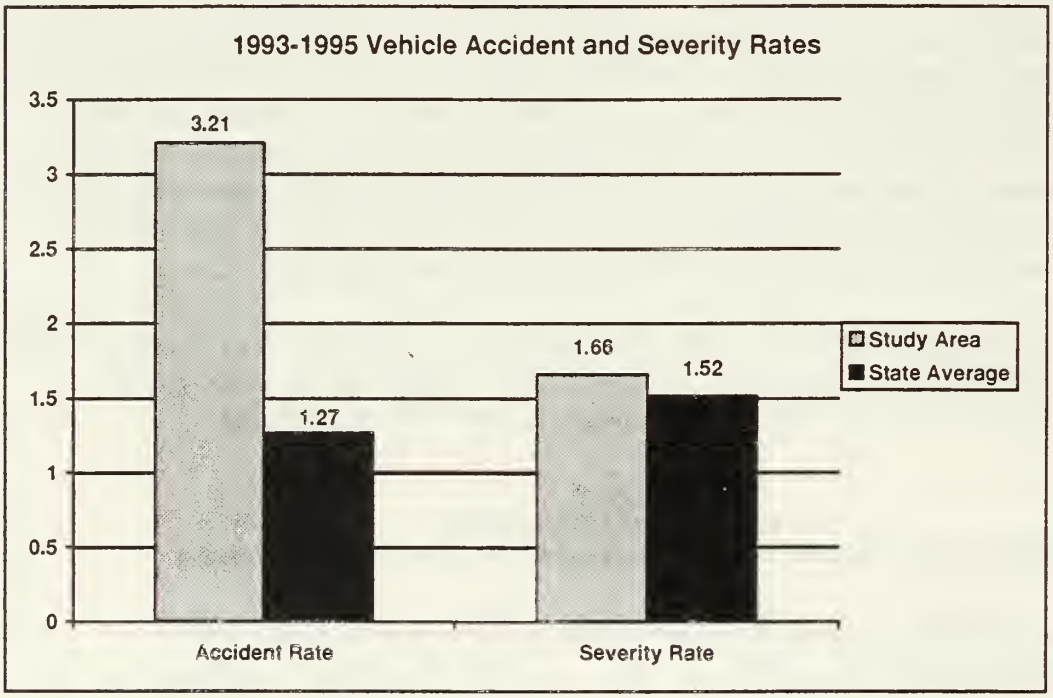
Roadway Conditions

The existing highway has a 6.1 meter (20 foot) wide, badly deteriorated paved surface. The southern 10 kilometers (6.2 miles) were built in 1931, the next 4.8 kilometers (3 miles) in 1927 and the northern 8.2 kilometers (5.1 miles) in 1925. Many short crest vertical curves severely limit sight distance. The horizontal alignment is fairly good with the exception of some curves with short sight distances, notably at Sherryl Crossing [km 88.6 (MP 55)] where there is a 20 degree curve, and as the highway crosses the railroad, a 16 degree curve. From Hall north to km 96 (MP 59.6) there are seven curves ranging from 7 to 14 degrees. Ditch slopes along much of the highway are very steep, often at a 2:1 ratio. The narrow roadway and steep slopes do not allow drivers of errant vehicles sufficient width to compensate for error and recovery.

Accident and Severity Rates

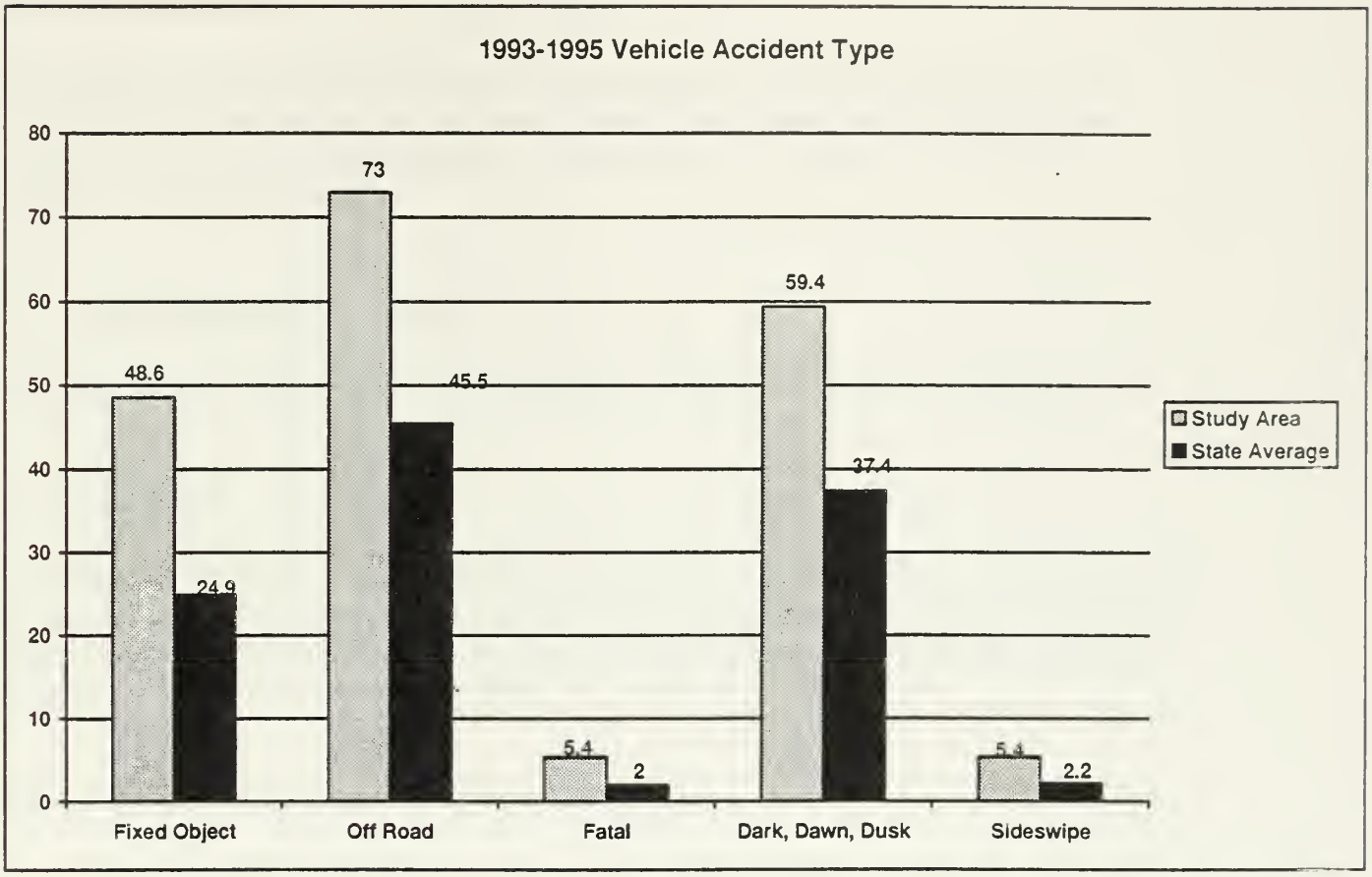
The accident rate is more than twice as high as the state average for primary highways. Clusters of accidents have been recorded from km 88.2 to 89 (MP 54.8 to 55.3) at Sherryl Crossing, and from km 94.7 to 95.5 (MP 58.8 to 59.3) at the curves near the Parker Ranch. See Table 2-2 for a summary of 1995 accident data.

Table 2-2



Off road accidents, and collision with fixed objects stand out as the most prevalent type of accident along Montana State Highway #1 (Primary Route P19). These types of accidents can be attributed to a narrow roadway with poor sight distance due to below standard horizontal and vertical curves. It is these types of accidents, as well as overturned vehicles, which the improvements to Montana State Highway #1 (Primary Route P19) will help to reduce. See Table 2-3 for a summary of vehicle accident severity rates.

Table 2-3



Accident severity rate for the Study Area is greater than the state average for every type of recorded accident.

Roadway Flooding

Certain sections of the highway are inundated with water from spring thaws and/or heavy spring rains. Just south of Hall, about km 92.3 (MP 57.3), water has been deep enough to render the highway impassable. From km 98.2 (MP 61) north to km 98.5 (MP 61.2) is another area frequently flooded. Two areas less often covered with water are a mile north of Hall near km 94.8 (MP 58.9) and just north of the LDS Church, at about km 100 (MP 62.1). These areas are not in a federally designated floodplain. The flooding is attributed to the comparatively high water table throughout the Study Area and poor drainage along the highway.

3.0 Alternatives

Alternatives for improvements to Montana State Highway #1 (Primary Route P19) were developed and considered during the design process. This chapter states the alternatives advanced, describes the build alternative considered but not advanced, and reasons that alternative was not advanced.

3.1 Alternatives Advanced

The alternatives advanced include the No-Build Alternative and Preferred Alternative.

3.1.1 No-Build

The No-Build alternative would retain the existing roadway in its existing state , but with no improvements . No changes would be made to decrease the accident rate, increase off-road safety features, or decrease roadway flooding. The No-Build alternative does not meet the purpose and need for the proposed project.

3.1.2 Preferred Alternative (Alternative 1)

The Preferred Alternative, described as Alternative 1 in the 1990 EA, is described in Section 1.0 (Description of Proposed Action) and shown on Figure 5 in the 1990 EA, Appendix C.

3.2 Alternative Considered But Not Advanced

Alternate routes are limited by present land use and the proximity of the railroad. Land use is predominantly agricultural, much of it irrigated cropland. There are some home sites along the highway at Maxville, at the intersection of the highway and New Chicago Road [km 98.5 (MP 61.2)], and within the town of Hall. Due to these restraints, the only alternative considered is between km 92.1 (MP 57.2) and km 95.5 (MP 59.3).

3.2.1 Alternative 2

Alternative 2 would follow the present alignment from Maxville to km 92.1 (MP 57.2) where the highway would continue west of and parallel to the railroad tracks through Hall and north to km 95.5 (MP 59.3) where it would connect with the present alignment. This alternative would eliminate the numerous sharp curves between Hall and the Lower Willow Creek bridge. See Figure 5 in the 1990 EA, Appendix C.

Alternative 2 was dropped from further consideration for the following reasons:

- This alternative would impact an additional 0.9 hectares (2.2 acres) of wetlands.
- There has been considerable opposition from members of the community. See Appendix B, Agency/Public Correspondence.
- Additional right-of-way would be required. This would include an additional 9.2 hectares (23 acres) of farmland and 3.6 hectares (9 acres) of railroad right-of-way, for a total of 12.8 hectares (32 acres) additional acres.
- Alternative 2 would have an adverse impact on farm and ranching land by splitting properties and rendering isolated parcels of functioning land unusable.
- Swampy areas and wetlands would make construction difficult.
- There would be an increased visual impact with a new road across what was once farm/ranch land.
- Additional cost would be incurred due to increased construction and right-of-way requirements.
- Alternative 2 would require the taking of an additional ranch home.

4.0 Existing Conditions, Impacts, and Mitigation Measures

4.1 Land Use, Zoning and Land Use Planning

4.1.1 Existing Conditions

Land use along the project corridor is predominantly agricultural. There are three clusters of residential development along the highway: just north of the Boulder Creek bridge, at Hall, and at the New Chicago Road intersection. See Figure 2 in Appendix C. In addition there are sporadic farm related buildings along the project roadway as well as some commercial development in the town of Hall. Past and current trends do not show a change in land use within the Study Area. Land ownership throughout the County is 64% federal, 34% private, and 2% state.

The Granite County Comprehensive Plan (1972), and the Granite County Natural Resources Land Use Plan (1994) help to define acceptable land uses within Granite County. With sixty five percent of the land in Granite County administered by a federal land agency, Granite County has sought through the 1994 Land Use Plan to gain more local control of those lands located with County boundaries. The Study Area falls within the jurisdiction of Granite County. There is no zoning in Granite County.

4.1.2 Impacts

Current land use trends in the area will likely continue with the No-Build alternative. The No-Build alternative however is not consistent with either the 1972 or 1994 Plans because it would not improve the County roadway system or help to support local industry.

It is not likely that the Preferred Alternative will promote land use changes in Granite County. The improved road way will provide a safer traveling surface for the trucks associated with local industry, but will not likely encourage new industrial growth in the area.

The Preferred Alternative is consistent with the 1972 Granite County Comprehensive Plan and the 1994 Granite County Natural Resources Land Use Plan. The 1972 plan calls for "the Road foremen and the Planning Board [to] work up a system of road improvement for the county." The primary transportation goal cited in the Comprehensive Plan "To improve the primary, secondary, and county road systems to better serve the area" is also supported by the Preferred Alternative. The Preferred Alternative supports the 1994 Plan by providing a safer roadway for local industry and recreationists.

4.2 Prime and Unique Farmlands

Prime and unique farmland is protected by the Farmland Protection Act. Coordination is required with the USDA, Natural Resource Conservation Service (NRCS), formerly the soil conservation service (SCS). The purpose of the Act is to "minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses..."

4.2.1 Existing Conditions

Soils for the most part are those of a valley floor. They are described as "nearly level, shallow to moderately deep, poorly drained soils formed from recent outwash along the valley floor." The northern two miles are described as "nearly level to stringy sloping, well-drained soils formed from alluvium in the valleys." (USDA, Soil Conservation Service, General Soils Map, Granite County, Montana, April 1972). See Figure 4-1 for the locations of prime farmlands located within the Study Area.

4.2.2 Impacts

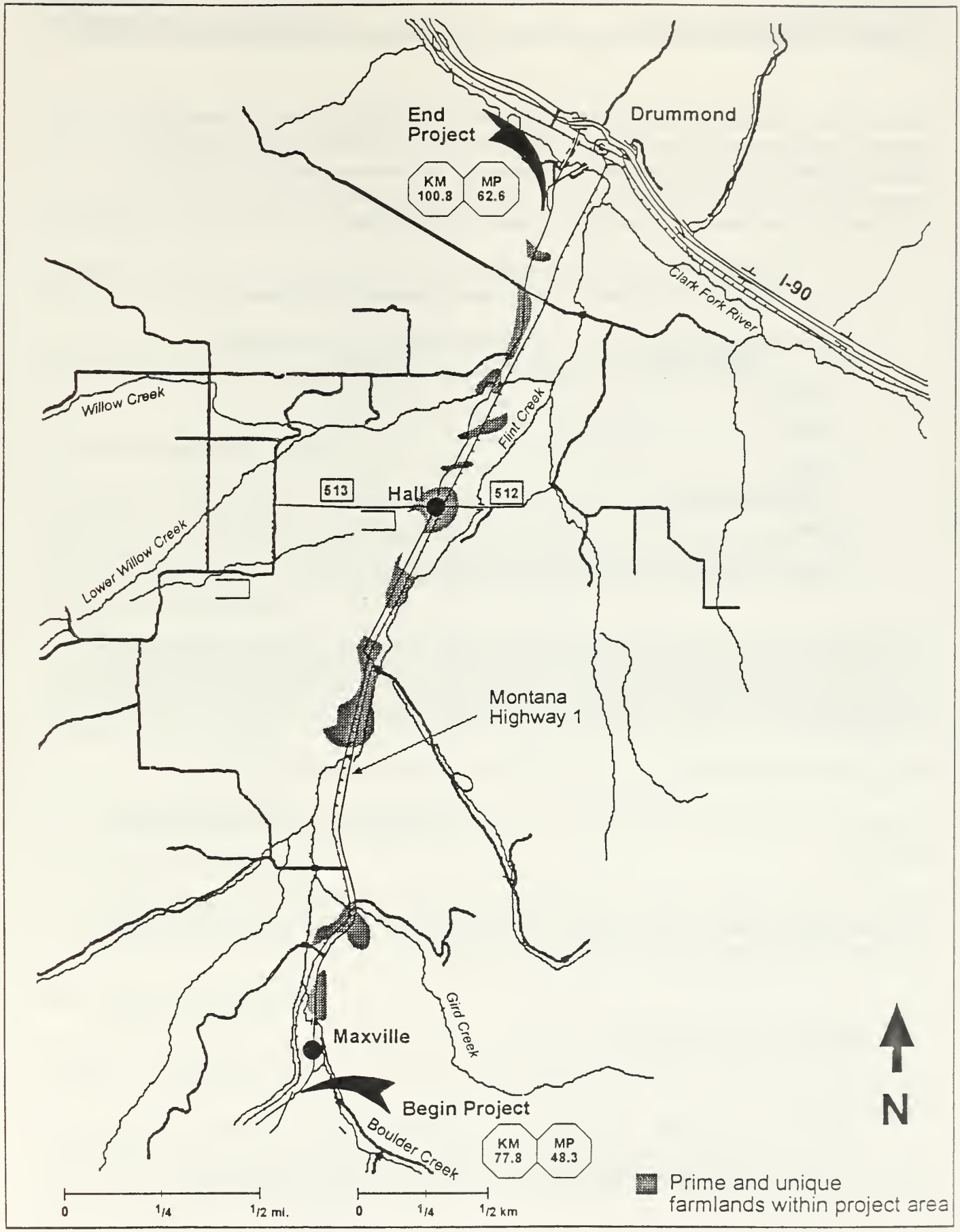
The No-Build alternative will have no impacts to prime or unique farmland.

Soil maps and a corresponding list of Prime Farmlands for the Granite County Area were obtained from the NRCS to determine prime farmland impacts. The Preferred Alternative will impact approximately 20.7 hectares (51.8 acres) of prime farmland due to new right-of-way acquisitions necessary for reconstruction. A Farmland Conversion Impact Rating form (#AD-1006) was completed in accordance with the Farmland Protection Policy Act (FPPA - 7 USC 4201, et seq.), and is contained in Appendix B. The total points on this form for this proposed project's impacts is less than 160. Therefore, under the provisions of 7 CFR 658.4 (c), no additional consideration for protection is necessary. A copy of this #AD-1006 Form is contained in Appendix B - Agency/Public Correspondence.

4.3 Socioeconomic

4.3.1 Existing Conditions

According to the 1990 US Census, the total population in Granite County was 2,548. The general trend over the past thirty years has been a decline in population with Phillipsburg losing 18.7% of its population between 1980 and 1990, and Drummond losing 36%. In general, population in Granite County decreases at about 5% per decade.



Maxville to Drummond

Farmland
Figure 4-1

The economy in Granite County is based in agriculture, mining, timber, and the recreation industry. Montana State Highway #1 (Primary Route P19) is used by trucks serving local ranching, timber, and mining industries. The sawmills in Drummond and Hall provide the economic base for those two local areas. See table 4-1 for a summary of the economic contribution of each industry to the Granite County economic base.

Table 4-1
Industry Contribution to the Economic Base in Granite County

Basic Industries in Granite County	Percent Contribution to Economic Base 1987-1991
Agriculture	25%
Mining	15%
Timber	47%
Federal Government	13%
Total	100%

(Source: 1994 Granite County Natural Resources Land Use Plan)

Market fluctuation and changes in federal timber harvesting policy have caused a steady decline in timber sales volume in Granite County over the last 30 years. Market forces have also caused a decrease in major mining projects within the County. The last major mining operation to run in Granite County was the Black Pine Mines which closed in 1986.

There are no distinct minority or low-income groups located within the Study Area.

Currently, the character of the Study Area is rural with low density housing and agricultural operations.

Fire protection for Granite County is provided by the Drummond, Phillipsburg, and Georgetown volunteer fire departments. Police protection is provided by the Granite County Sheriffs Office. The town of Drummond has their own police department.

4.3.2 Socioeconomic Impacts

The No-Build alternative will have no impacts on the current socioeconomic conditions in Granite County.

The Preferred Alternative will provide a safer and smoother traveling surface for local ranching, timber and mining operations as well as recreationists who travel along Montana State

Highway #1 (Primary Route P19). The Preferred Alternative may provide temporary employment for local residents during construction.

The proposed road improvements through the town of Hall may provide for a safer pedestrian environment with wider lanes and the addition of curbs.

The Preferred Alternative will not change the rural character of the area or significantly alter the current socioeconomic conditions in Granite County.

According to the Drummond Fire Department, emergency vehicle response time would be improved if Montana State Highway #1 (Primary Route P19) were reconstructed.

4.3.3 Environmental Justice

On February 11, 1994, President Clinton issued Executive Order 12898 requiring federal agencies to incorporate Environmental Justice considerations into the NEPA planning process. The purpose of this order is to ensure that low-income households, minority households, and minority businesses do not suffer a disproportionate share of adverse environmental impacts resulting from federal actions.

Neither the Preferred Alternative nor the No-Build alternative will affect, separate or isolate any distinct neighborhoods, low-income groups, or minority households or businesses. This proposed project is therefore in compliance with EO 12898 and Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d).

4.4 Right-of-Way and Relocations

4.4.1 Existing Conditions

The existing highway right-of-way varies from 9.1 meters (30 feet) to 30.5 meters (100 feet).

4.4.2 Right-of-Way Impacts

The No-Build alternative will require no right-of-way acquisition, and will have no right-of-way impacts.

The Preferred Alternative will require approximately 59.0 hectares (149.9 acres) of additional right-of-way. This area was calculated from the working Right-of-Way plan set last updated on May 31, 1996. This acreage has not yet been finalized. Negotiations with property owners for right-of-way purchase are on-going.

A total of five structures have either been demolished or moved to accommodate the Preferred Alternative. See Table 4-2.

Table 4-2
Structure Relocations

Location by Station	Structure Type
48+50	outbuildings
84+00	outbuildings
492+00	unoccupied house
685+00	home and garage
688+80	garage/shop

4.4.3 Relocation Requirements

For those property owners requiring acquisition of private land, the acquisition process will be negotiated in a fair and equitable manner, using market value estimates determined by expert appraisers as required.

Right-of-way acquisition on this project will comply with the Uniform Relocation Assistance and real Property Acquisition Policies Act of 1970, as amended (1989). The purpose of this act is to provide for uniform and equitable treatment of all persons displaced form their homes, businesses or farms. All relocatees are given a minimum of 90 days in which to find replacement housing or business relocations. All qualified relocates receive monetary payments, which may include payments for moving expenses, business in lieu payments, rent supplements, down payments, and increased interest payments.

No person shall be displaced by federal-aid project unless and until adequate replacement housing has been offered to all affected persons regardless of race, color, religion, sex or national origin.

In addition to full compliance with the Uniform Relocation Assistance Act of 1970, as amended, assistance will be provided to any eligible owner or tenant relocating their business or residence at the time of displacement. Benefits under the Act, to which each eligible owner or tenant may be entitled, will be determined on an individual basis and explained to them in detail in addition to information regarding their financial options.

4.4.4 Right-of Way Mitigation

All right-of-way acquisition will be done in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (1989).

4.5 Pedestrians and Bicyclists

4.5.1 Existing Conditions

Due to a lack of viable roadway shoulders and visibility restrictions caused by substandard horizontal and vertical curvature, Montana State Highway #1 (Primary Route P19) does not provide a safe or otherwise optimal travel course for pedestrians or bicyclists. These elements would discourage regular walking and bicycling along this roadway.

4.5.2 Pedestrian and Bicyclists Impacts

The No-Build alternative will prolong the inadequate conditions for non-motorized travel that presently characterize Montana State Highway #1 (Primary Route P19). As vehicular traffic continues to increase along this roadway, the non-motorized travel environment will further deteriorate.

The Preferred Alternative will substantially enhance travel conditions for pedestrians and bicyclists using Montana State Highway #1 (Primary Route P19). Paving the roadway, smoothing existing substandard horizontal and vertical curves, and widening the facility to accommodate paved shoulders will produce a route that is more conducive to non-motorized uses.

4.6 Parks and Recreation

4.6.1 Existing Conditions

A variety of parks and other recreational opportunities are provided within and around the Study Area:

- Public picnic area in Hall. Located within the Montana Rail Link right-of-way.
- Landscaped areas in Hall including flower beds, flagstone walks, lawn and flower boxes. Located just north and south of Highway 512 in Hall within the Montana Rail Link right-of-way.
- Discovery Basin Ski Area
- Georgetown Lake
- Deerlodge National Forest

See Figure 8 in the 1990 EA (Appendix C) for the recreation areas located in Hall.

4.6.2 Parks and Recreation Impacts

The No-Build alternative would impact none of the existing recreation/landscaped areas. Access to the area's many outdoor recreation areas would not be improved.

The picnic area and landscaped areas at the intersection of Montana State Highway #1 (Primary Route P19) and Highway 512 will both be impacted slightly by the Preferred Alternative. Since these area are not located on publicly owned land, Section 4(f) of the Department of Transportation Act of 1966, 49 USC 303 concerning the preservation of park land does not apply.

The Preferred Alternative will improve access to local and regional recreational opportunities by providing a smoother and safer traveling surface.

4.6.3 Parks and Recreation Mitigation

With the installation of curb and gutter through the town of Hall, small new areas will be created east of Montana State Highway #1 (Primary Route P19) which, if desired by the local community, would be suitable for landscaping.

4.7 Air Quality

Nothing in this section has changed since the 1990 EA. There have been no changes in roadway design since the 1990 EA that would warrant a new air quality analysis. Therefore, neither the No-Build nor the Preferred Alternative will result in additional air quality impacts beyond those identified in the 1990 EA. This proposed project is located in an "unclassifiable"/attainment area of Montana for air quality under 40 CFR 81.327, as amended. As such, this proposed project is not covered under the U. S. Environmental Protection Agency's **Final Rule** of November 24, 1993, on Air Quality conformity. Therefore, this proposed project complies with the Section 176(c) of the *Clean Air Act*, as amended (**42 U.S.C. 7521(a)**).

4.8 Noise

Nothing in this section has changed since the 1990 EA. There have been no changes in roadway design since the 1990 EA that would warrant a new noise impact analysis. Likewise, changes in average daily vehicle traffic (ADT) from 1991 to 1995 are not large enough to warrant a new noise impact analysis (the ADT increase from 1991 to 1995 was 885 to 910, an increase of 2.7%).

4.9 Water Resources/Quality

4.9.1 Existing Conditions

This valley has a somewhat complex hydrology influenced by Flint Creek and its numerous named and unnamed tributaries; a periodic high ground water table; surface runoff from the surrounding hills and mountains; and a system of man-made irrigation and drainage ditches and sub-surface drainages that serve to control and redirect the surface groundwaters. The waters discussed in this section are part of the western slope of the Continental divide which eventually discharges into the Pacific Ocean.

A total of 4 creeks cross the Study Area: Boulder Creek, Flint Creek, Lower Willow Creek, and Gird Creek as well as several unnamed tributaries. Boulder, Lower Willow, and Gird creeks are all tributaries to Flint Creek which in turn drains into the Clark Fork River.

Boulder Creek flows roughly northwest where it crosses the existing roadway just north of Maxville and joins Flint Creek west of Montana State Highway #1 (Primary Route P19). According to USGS topographic maps, Gird creek is intermittent when it crosses Montana State Highway #1 (Primary Route P19) approximately 7.2 kilometers (4.5 miles) north of Maxville. From there it continues to flow west to meet Flint Creek. Flint Creek, the largest surface waterway in the Study Area, flows parallel and west of Montana State Highway #1 (Primary Route P19) until crossing the roadway approximately 6.1 kilometers (3.8 miles) south of Hall. From there Flint Creek continues to flow north, again paralleling the existing roadway until it meets the Clark Fork River just south of Drummond. Given the relatively flat topography of the Study Area, Flint Creek is rather sinuous and slow flowing as it approaches the Clark Fork River. Lower Willow Creek flows east, crosses Montana State Highway #1 (Primary Route P19) approximately 3.4 kilometers (2.1 miles) north of Hall, and then drains into Flint Creek.

The creeks named in this section are rated B-1 by the Montana Department of Environmental Quality (MDEQ) for water quality throughout their course. A summary of this classification is: Waters classified as B-1 are suitable for drinking, culinary or food processing purposes after conventional treatment; bathing, swimming and recreation; growth and propagation of salmonid fishes and associated aquatic life, waterfowl and furbearers; and agricultural and industrial water supply.

The location of drainage and irrigation ditches noted in the 1990 EA have not changed.

4.9.2 Water Resources/Quality Impacts

Two major issues related to water resources or water quality are:

- Increased impurities in stormwater runoff water from increased traffic flow, increased impervious surface and/or increased maintenance activities.

- Sediment loading during and after construction activities due to the exposure of bare substrate.

The No-Build alternative would have no short-term impact on existing water quality conditions and would result in no change to total surface runoff area. Long-term impacts to water quality will occur with both the No-Build and Preferred Alternatives, as increases in traffic volumes result in an increase in total runoff contaminants.

Current traffic characteristics show that approximately 9% percent of the vehicles which travel Montana State Highway #1 (Primary Route P19) are commercial. The presence of these types of vehicles increases the potential for chemical or hazardous material spills. The chances that such an accident might occur increase with time under the No-Build alternative since this alternative does nothing to reduce accident probability.

Impacts related to the implementation of the Preferred Alternative are limited to the areas where Montana State Highway #1 (Primary Route P19) crosses a surface waterway. The construction required at these areas may have several impacts:

- Temporary increase in sedimentation from construction-related activities.

- Increase in contaminated stormwater runoff flowing into the water feature.

- Construction activities, including vegetation removal, the use of selected fill, and culvert replacement, would result in localized increases in suspended sediment load or turbidity at downstream locations.

Long-term water quality impacts associated with the Preferred Alternative would result from close proximity to the water crossings and areas where Montana State Highway #1 (Primary Route P19) parallels surface water features within the Study Area. In these areas, the increased impervious surface and increased traffic volume will result in increases in runoff volume and increases in runoff contaminants. Contaminants can include volatile solids, grease, petroleum, rubber, phosphate, nitrate, various heavy metals, and organic particulates abraded from the roadway surface. Long-term impacts are not anticipated to be significant based on relatively small projected average daily traffic levels.

The increase in contaminated stormwater runoff is not a critical issue. Previous studies have shown that 30,000 average daily traffic (ADT) is the threshold at which contaminants from roadway surfaces begin to impact surrounding waters (Bertram, P.E., and J.L Kaster, "Biological Assays of Highway Runoff Water," Draft, FHWA, Washington DC, April 1982; Dupuis, T.V. et.al., "Effects of Highway Runoff on Receiving Waters, Volume II. Results of Field

Monitoring Program," Draft, FHWA/RD-84/063, FHWA, Washington, DC, November 1984; and Dupuis, T.V., and N.P. Kobriger, "Effects of Highway Runoff on Receiving Waters, Volume IV. Procedural Guidelines for Environmental Assessments," Draft report, Report No. FHWA/RD-84/065, FHWA, Washington, DC, January 1985). With an ADT of less than 1000 in 1995, the volumes on Montana State Highway #1 (Primary Route P19) do not come close to approaching the 30,000 ADT threshold. Consideration should still be taken to route stormwater carefully into existing stormwater facilities where possible, or direct them into well-vegetated surface drainage networks.

The flatter side slopes and ditches which are provided with the Preferred Alternative will assist in containing and filtering roadway runoff.

4.9.3 Water Resources/Quality Mitigation

An Erosion Control Plan will be submitted to the Montana Department of Environmental Quality's Permits and Compliance Division in compliance with their Montana Pollutant Discharge Elimination Systems Regulations (ARM 16.20.1314) for this proposed project. Best Management Practices will be included in the design of this Plan using guidelines as established in MDT's Highway Construction Standard Erosion Control Workplan. The objective is to minimize erosion of disturbed areas during and following construction of this proposed project. Mitigation measures found in the Erosion Control Plan include:

1. Appropriately designed and located silt fences (during construction) to strain excessive sediment from runoff before entering water features.

2. Temporary and permanent retention ponds (during construction) to optimize settling time for sediment-laden runoff before entering a water feature.

3. Minimization of vegetation disturbance.

4. Restriction of movements of construction vehicles on unpaved areas where possible.

5. Preparation of a stormwater pollution prevention plan in the construction specifications which will be implemented by the contractor.

In accordance with **7-22-2152**, and **60-2-208 M.C.A.**, MDT will reestablish a permanent desirable vegetation community along all areas disturbed by the proposed construction. A set of revegetation guidelines will be developed by MDT that must be followed by the contractor. These specifications will include instructions on seeding methods, seeding dates, types and amounts of mulch and fertilizer, along with seed mix components. Seed mixes include a variety of species to assure that areas disturbed by construction are immediately stabilized by vegetative

cover. The seeding Special provisions developed for this proposed project will be forwarded to the Granite County Weed Board for approval.

4.10 Wetlands

4.10.1 Existing Conditions

Introduction

A field assessment of wetlands was conducted for the Study Area in December of 1995. Wetland delineations were conducted in accordance with the *US Army Corp of Engineers 1987 Wetlands Delineation Manual* (COE 1987). Wetlands must show positive indications of three criteria including (1) a dominance of rooted, hydrophytic vegetation; (2) hydric soil; and (3) wetland hydrology. An analysis for all three criteria is referred to as the three parameter method of wetland delineation. The dredging or filling of a designated wetland requires a Section 404 permit from the COE.

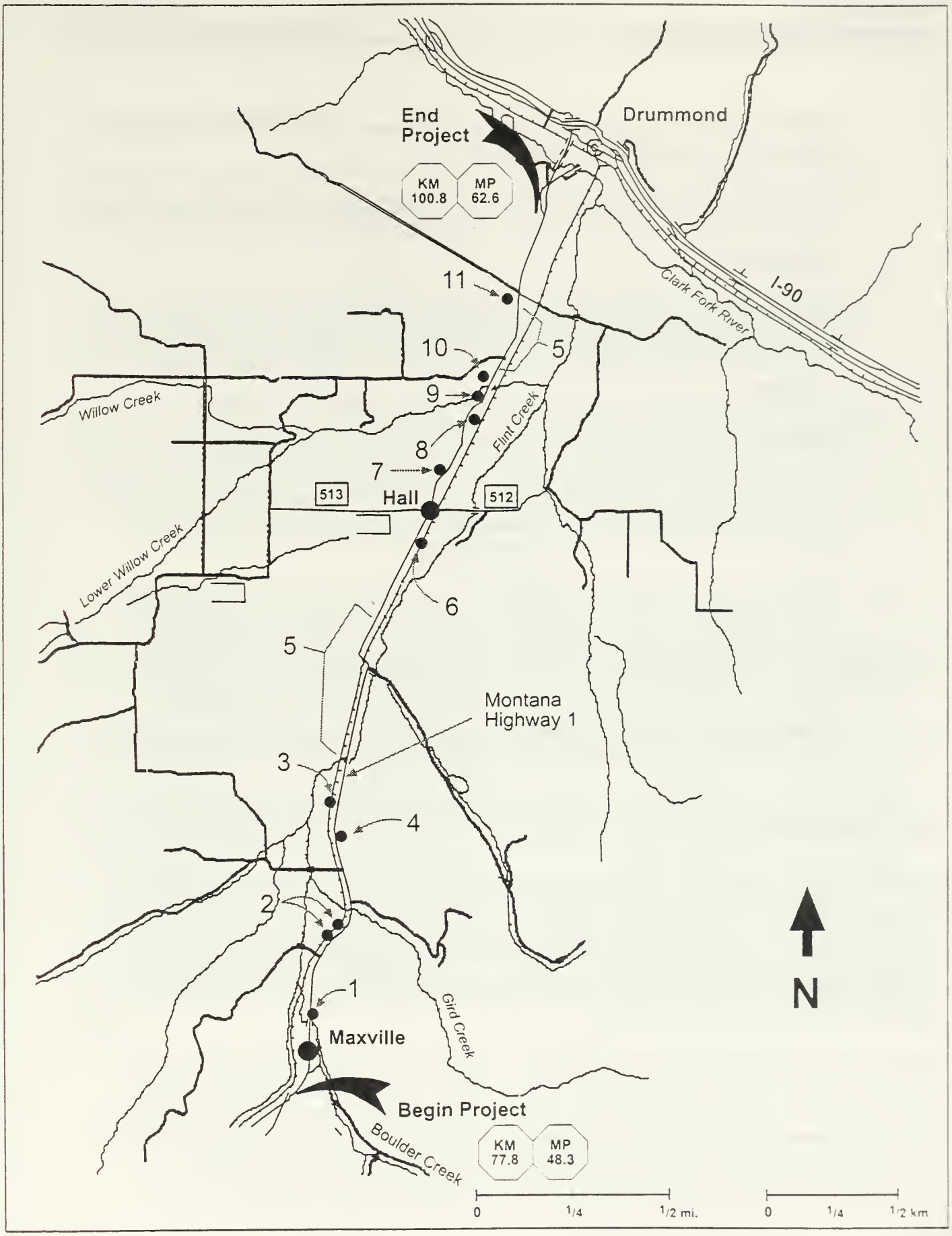
The following is a list of wetlands located within the Study Area. In many cases, the identified wetland extends well beyond the proposed right-of-way. See Figure 4-2 for a map of these sites.

- **Site #1:** This site is located where Boulder Creek passes underneath Montana State Highway #1 (Primary Route P19). Fringe wetlands have developed on the banks of the creek. The function of Boulder Creek and the wetlands that inhabit its banks at this location is to convey the stream under Montana State Highway #1 (Primary Route P19).

- **Site #2:** This ditch parallels Montana State Highway #1 (Primary Route P19) and the railroad grade. It is not clear whether Site #2 was man made, or was formed naturally. This wetland is not within a known natural drainage, but contains both wetland hydrology and hydrophytic vegetation.

- **Site #3:** This site is a long stretch of wetlands within a drainage ditch paralleling Montana State Highway #1 (Primary Route P19). Site #3 is contained by the highway berm and the railroad. This wetland is not marked as having natural hydrology of any sort.

- **Site #4:** Site #4 is located across the road from Site #3. This wetland, located in a ditch similar to Site #3 is deep and, because of a beaver dam located at the right-of-way fence, is holding water. This site boarders a poorly drained field with a high water table.



Maxville to Drummond

Wetland Locations

Figure 4-2

- **Site #5:** Site #5 encompasses roadside barrow/drainage ditches on one or both sides of Montana State Highway #1 (Primary Route P19).

- **Site #6:** Site #6 are the wetlands which have formed along the edge of a pond located just south of Hall. The pond is bounded by the highway and the railroad. This site may be spring fed.

- **Site #7:** Site #7 consists of a natural, unnamed stream which has been channelized in an area adjacent to and under (culverted) Montana State Highway #1 (Primary Route P19). Water has pooled at the entrance to the culvert. This area supports wetland vegetation.

- **Site #8:** Site #8 consists of a stock tank that has developed fringe wetlands.

- **Site #9:** This site is one of the highest value wetlands along the Study Area. Site #9 is a well-developed marsh and pasture adjacent to two drainages which feed Willow Creek.

- **Site #10:** Site #10 is just south of where Montana State Highway #1 (Primary Route P19) crosses Willow Creek, west of the highway. This wooded wetland acts as an overflow area (floodplain) for Willow Creek and meets the criteria for a wetland.

- **Site # 11:** This wetland is located on a hill west of Montana State Highway #1 (Primary Route P19) at Station 680. It is possibly fed by a leak in an irrigation canal west of, and at a higher elevation than the wetland area.

4.10.2 Practicable Alternatives

Due to the high concentration of wetlands in the area, there are no alternatives involving road widening that would avoid impacts to wetlands. In addition to requiring more right-of-way, one additional residence, community opposition, the divisions of farmlands, poor construction conditions and increased visual impacts, Alternative 2 would impact an additional 0.9 hectares (2.2 acres) of wetlands. The No-Build Alternative does not meet the purpose and need for this project.

In areas where wetlands will be longitudinally encroached, the construction of retaining walls to reduce the impact of fill was considered. This alternative would however increase the cost of construction as well require the installation of guard-rails to protect errant vehicles from sliding over a dangerous vertical edge. The construction of steep drop-off areas immediately adjacent to the roadway is contrary to the purpose and need for this project. For these reasons the construction of retaining walls is not considered a practicable mitigation measure.

4.10.3 Wetlands Impacts

Impacts that will occur to wetlands include short-term impacts during construction, long-term impacts due to the placement of dredged or fill material in the wetlands, and long-term indirect effects due to receipt of runoff from the paved roadway.

Wetlands along the existing road (includes all of the identified wetlands) are currently receiving impact due to activities on adjacent agricultural lands, as well as runoff from the existing roadway. These impacts will continue with the No-Build alternative. However, the No-Build alternative will result in no additional fill in adjacent wetlands due to roadway construction.

The Preferred Alternative will impact a total of 7.29 hectares (18.24 acres) of wetlands. Table 4-3 provides a summary of location, hydrologic source, MDT rating, existing and impacted area for each wetland within the Study Area. Table 4-4 provides a summary of wetland impacts by classification. Figure 4-2 depicts general locations of each wetland described in this section.

Table 4-3
Wetlands Impacted

Site No.	Location by Kilometer (Milepost)	Hydrological Source	MDT Overall Wetland Rating	Existing Area	Impacted Area
1	78.9 (49.0)	Boulder Creek	III	2+ ha (5+ ac)	.008 ha (.02 ac)
2	81.5 (50.6)	highway and railroad runoff	IV	.12 ha (.3 ac)	.05 ha (.13 ac)
3	84.2 (52.3)	highway and railroad runoff	III	.28 ha (.71 ac)	.28 ha (.71 ac)
4	84.2 (52.3)	adjacent inundated field	II	3 ha (7.5 ac)	.72 ha (1.8 ac)
5	Intermittent from 84.8 (52.6) to 98.0 (60.9)	highway and railroad runoff	IV	7.6 ha (19 ac)	5.6 ha (14.1 ac)
6	92.5 (57.5)	possibly spring fed	III	.39 ha (.98 ac)	.05 ha (.12 ac)
7	93.3 (58.0)	unnamed drainage	III	.08 ha (.2 ac)	.02 ha (.05 ac)
8	95.5 (59.3)	stock tank	n/a	.008 ha (.02 ac)	n/a
9	96.1 (59.7)	numerous drainages, high groundwater table	II	4+ ha (10+ ac)	.15 ha (.37 ac)
10	96.4 (59.9)	Willow Creek	III	.19 ha (.48 ac)	.19 ha (.48 ac)
11	98.7 (61.3)	leaking irrigation ditch	IV	0.8 ha (2+ ac)	0.18 ha (0.46 ac)
Total				*18.48+ ha (46.19+ ac)*	*7.3 ha (18.24 ac)*

Table 4-4
Wetland Impacts by Classification

MDT Overall Wetland Rating	Impacted Area ha (ac)
Class I	No Class I Wetlands
Class II	0.88 (2.17)
Class III	0.55 (1.38)
Class IV	5.83 (14.69)
Total	***7.3 (18.24)***

4.10.4 Wetlands Mitigation

The high water table and open water features common to the Study Area have resulted in a heavy concentration of wetlands. Since many of these are located directly adjacent to Montana State Highway #1 (Primary Route P19), complete avoidance of impacts would not be possible for any project which involved road widening or curve straightening.

The overall mitigation goal must be no net loss in wetland area or quality. The Council on Environmental Quality (CEQ) (40 CFR 1508.20) provides regulations for sequencing of mitigation in the following order of priority:

- Avoidance of wetlands. Avoiding the impacts altogether by not taking a certain action or parts of an action.
- Minimization of Impacts. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Repair, rehabilitation, restoration. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Preservation and maintenance. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Replacement. Compensating for the impact by replacing or providing substitute resource or environments.

Potential wetland mitigation sites are being pursued within the area. Until suitable mitigation sites are finalized, wetland impacts will be accounted for on the MDT Wetlands Ledger.

General Mitigation Guidelines

The detailed mitigation plan will be developed in close coordination with, and approved by the US Army Corps of Engineers (US COE).

Minimization and Restoration During Design and Construction

Where wetland losses are unavoidable, losses will be minimized by implementing conservation measures in roadway design and construction.

Conservation measures that will be considered include:

- Fill/cut slopes adjacent to wetland areas will be provided with erosion control silt fencing.
- Minimize vegetation removal.
- Revegetate all exposed areas to MDT standards to reduce erosion and sedimentation.
- Revegetate areas with desirable ground covers to inhibit invasion of noxious weeds and for aesthetic purposes.
- Coordinate weed control, seeding, and fertilization with the Granite County Weed Control authority and MDT.
- Flag or fence wetland areas during construction to avoid unnecessary disturbance due to construction activities.
- Provide bank stabilization and erosion control to meet standards defined by the *MDT Highway Construction Standard Erosion Control Plan.*
- Wetland delineation boundaries will be incorporated into design plans.

Based upon the above considerations, it is determined there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

4.11 Wildlife / Threatened and Endangered Species

Information pertaining to endangered and threatened wildlife, fish, and vegetative species was obtained from the US Fish and Wildlife Service (USFWS); Montana Department of Fish,.

Wildlife and Parks (MDFWP); the Montana Natural Heritage Program (MNHP); the US Bureau of Land Management; and the Montana Rivers Information System (MDFWP 1993); a review of available literature relevant to the area; and a field survey conducted on February 13, 1996.

4.11.1 Existing Conditions

Twelve species within Montana have been identified as either threatened or endangered by the US Fish & Wildlife Service. These species are listed in Table 4-5.

Table 4-5
Threatened or Endangered Species in Montana

Scientific Name	Common Name	Status
Canis lupis	gray wolf	endangered
Falco peregrinus	peregrine falcon	endangered
Grus americana	whooping crane	endangered
Mustela nigripes	black-footed ferret	endangered
Sterna albifrons	Interior least tern	endangered
Scaphirhynchus Albus	pallad sturgeon	endangered
Acipenser Transmontanus	white sturgeon	endangered
Ursus arctos horribilis	grizzly bear	threatened
Haliaeetus leucocephalus	bald eagle	threatened
Charadrius melodus	piping plover	threatened
Howellia aquatilis	water howellia (plant species)	threatened
Spiranthes Diluvialis	Ute ladies' tress orchid	threatened

Source: US Fish and Wildlife Service

Under the Endangered Species Act of 1973 (as amended, 1988), the term "endangered species" is defined as a species in danger of extinction throughout all or a significant portion of its range; and "threatened species" are likely to become endangered within the foreseeable future throughout all or a significant portion of their range.

Only the peregrine falcon (endangered), and the bald eagle (threatened) are in need of consideration for this proposed project. The other species are either not endemic to the project area, or have been absent from the project area for several decades.

- **Peregrine falcon** - Historically common to the general area, peregrine falcon activity is now believed to be mostly that of seasonal migrants. As such, nearby wetlands and

riparian covers provide prey for those falcons migrating through the corridor until such time when the species can return with a habitual presence

- **Bald eagle** - Bald eagles occur along the upper Clark Fork as migrants, winter residents, and, in several instances, as nesting pairs. The closest of these territories is that most recently established near the confluence of Flint Creek and the Clark Fork River approximately 1.3 kilometers (.8 mile) due east of the project's northern terminus. Producing a pair of fledged birds in 1995, this nest site is presently considered a viable territory by USFWS and MDFWP personnel.

No sensitive plant species were observed during the survey, nor are any listed or known to occur by USFWS or MDFWP personnel. There are no visible or documented resident locations for sensitive wildlife species within the Study Area.

The following is an abbreviated list of wildlife species that are likely to occur in the Study Area vicinity:

- Brown trout, mountain whitefish, mottled sculpin, white and longnose suckers, and the Westslope cutthroat trout- a Sensitive Species of Concern (S3) within the state.
- Blue herron
- Various waterfowl; neo-tropical (song) birds; raptors and various small mammals

4.11.2 Wildlife/Threatened and Endangered Species Impacts

The No-Build alternative will result in no impacts to wildlife or threatened or endangered species.

Since there are no peregrine falcons known to reside in the immediate vicinity, the physical loss of foraging areas throughout the Study Area will not directly effect this endangered species. However, the loss of wetland/riparian areas will reduce foraging areas commonly used by other species of migrating birds. Utilities relocations without proper raptor-proofing are also capable of adversely impacting all raptors.

It should be noted that for the first few weeks following April's incubation period, newly hatched bald eagle chicks are lightly downed and incapable of thermo-regulating their own temperature, thus requiring the constant presence of an adult. By approximately mid-May, surviving chicks have molted to a denser, darker down and can weather temporary absences by the adults. Noise disturbances which startle an adult from the nest prior to this time have the potential to disrupt incubation or leave the young vulnerable to the elements and hypothermia.

Given the potential for conflict with a bald eagle nest site less than 1.61 kilometers (1 mile) from the project, it is assumed that regardless of nest site noise levels currently generated from the

nearby [0.7 kilometers (0.42 mile)] Montana Rail Link line and Interstate 90, anticipated construction disturbances such as crushing and asphalt batch plants could adversely affect this particular territory.

Raptors have been known to feed on vehicle-killed mule deer and white-tailed deer within the Study Area. Raptors feeding on these carcasses are occasionally killed by snowplows. The construction of the Preferred Alternative will reduce the probability of these roadside kills through the improvement of clear zones and site distances.

No impacts to area fisheries are anticipated by the proposed bridge work at Lower Willow Creek provided that the riprap does not alter the existing channel cross-section, thus impeding the movement of fish.

4.11.3 Wildlife/Threatened and Endangered Species Mitigation

Mitigation measures which will be implemented to minimize effects to the peregrine falcon, the bald eagle, and other wildlife include the following:

- Any necessary electric transmission/distribution line relocations shall be constructed and raptor-proofed in accordance with the *Raptor Research Report No. 4*. Raptor-proofing is a policy currently being applied by the Montana Department of Transportation.

- Avoid and minimize wetland losses, where possible, with on-site mitigation of those deemed unavoidable.

- Avoid and minimize loss of riparian habitats, where possible, throughout the project.

- No construction-related disturbances such as borrow or crushing/asphalt batch operations would occur within a 1.6 kilometer (1 mile) radius of the bald eagle nesting site (SW 1/4 or NW 1/4, Section 5, T. 10N. R. 12W).

- Ensure that existing channel cross sections are not altered so as not to impede the movement of fish.

The following measures will be taken to mitigate impacts upon wildlife and fisheries resulting from the Preferred Alternative:

- Removal of vehicle-killed deer from the roadway by county road personnel.

- Perpetuation of existing fish passages within the potentially-affected reaches of all creek crossings.

- Revegetate all areas disturbed by construction. Revegetate roadway clear zones using unpalatable species to discourage wildlife attraction to the road.

- Use available techniques for sedimentation control during construction, including:
  - Sediment fencing,
  - Detention ponds,
  - Immediate revegetation, and
  - Netting or other mechanical retention devices.

4.12 Floodplains

4.12.1 Existing Conditions

There are four surface waterways in the area, Boulder Creek, Flint Creek, Gird Creek and Lower Willow Creek. In addition, there are several unnamed tributaries which feed the major surface waterways. The Federal Emergency Management Agency (FEMA) has delineated the 100-year floodplain for both Flint and Boulder Creeks. Lower Willow Creek and Gird Creek have not been delineated by FEMA. The existing roadway crosses each of the waterways once as well as several of the unnamed tributaries.

Figure 7 in the 1990 EA (Appendix C) shows the extent of the floodplains delineated by FEMA for Flint and Boulder Creeks and the areas of encroachment.

4.12.2 Floodplain Impacts

Floodplain impacts are based on the difference between the existing roadway and the proposed construction limits for the Preferred Alternative.

Boulder Creek

Montana State Highway #1 (Primary Route P19) runs parallel to and crosses Boulder Creek approximately .61 kilometers (.38 miles) north of Maxville. The floodplain delineated by FEMA at this crossing is approximately 167.6 meters (550 feet) wide. Total impact to existing floodplains in this area will total approximately .56 hectares (1.4 acres).

Flint Creek

The Preferred Alternative will cross Flint Creek roughly 7.4 kilometers (4.6 miles) north of Maxville. The Flint Creek Bridge was widened in 1986. At this location, the FEMA delineated floodplain is approximately 76.2 meters (250 feet) wide. As a result of road widening, the Preferred Alternative will impact approximately 0.17 hectares (0.42 acres) of additional floodplain at this crossing. The Preferred Alternative crosses the Flint Creek floodplain again approximately 7.6 kilometers (4.8 miles) north of Maxville. The impacts at this crossing will be approximately 0.17 hectares (0.42 acres)

Lower Willow Creek and Gird Creek

There will be no impacts to the floodplains associated with these two creeks.

Summary of Impacts

The No-Build alternative has no impacts to natural and beneficial floodplain values, and no support of probable incompatible floodplain development.

Due to the increased road width the Preferred Alternative will occupy a total of approximately 0.88 hectares (2.2 acres) of the existing 100-year floodplains for Boulder and Flint Creeks.

The Preferred Alternative is designed to meet the requirements of local and state floodplain regulations, which limit the changes in the 100-year water surface to 0.15 meter (0.5 foot) for the existing water surface profile. The probability of increased flooding to developable lands is limited to a 0.15-meter (0.5-foot) level.

Construction of the Preferred Alternative will neither increase nor decrease any support for development in the base floodplains. Access to the floodplains is already provided by the existing roadway; this will not change with the Preferred Alternative.

The Preferred Alternative is consistent with local, state and federal floodplain and water resource management programs. Impacts to the floodplain have been minimized by following current floodplain regulations. All practical measures to minimize harm to floodplains have been incorporated.

Analysis of the floodplain impacts to all waterways has been done to determine if a significant encroachment will occur. This analysis shows that:

- The Preferred Alternative does not result in direct support of likely base floodplain development.

- Due to the minimal encroachment of the Preferred Alternative, impacts to natural and beneficial floodplain values will be negligible for the following reasons:
  - Revegetation of the area along the top of the channel and along reconfigured slopes will occur over time, thus minimizing any long-term natural impacts.
  - The flood-carrying capacity of all of the surface waterways crossed by Montana State Highway #1 (Primary Route P19) will not be significantly altered by the construction of the Preferred Alternative.

This proposed project will not promote or encourage development within this delineated floodplain, nor increase flood liability hazards from its construction. This proposed project is therefore considered to be in compliance with E.O. #11988.

4.12.3 Floodplain Mitigation

Mitigation that will be provided to minimize impact to floodplains includes:

1. Use of standard MDT erosion control techniques to minimize impact to natural and beneficial floodplain values during construction.

2. Coordination with Granite County related to any floodplain encroachment.

4.13 Cultural Resources

4.13.1 Existing Conditions

A *Cultural Resource Inventory* was conducted during the Summer of 1988 and the Fall of 1989. A total of 25 historic sites, two prehistoric sites and one minimal activity loci were found within the Study Area. Most of the 25 historic sites are ranch or farmsteads associated with rural Flint Creek valley development. The State Historic Preservation Office (SHPO) has determined that only two sites are eligible for listing on the National Register of Historic Places (NRHP). These are the Northern Pacific Phillipsburg Line (24GN615) and the Winninghoff Blacksmith Shop (24GN599). See SHPO letter in Appendix B.

The Northern Pacific Phillipsburg Line, now owned by Montana Rail Link, is generally still intact, although it is not currently being used. Construction of this line began in 1887 shortly after gold was discovered in Flint valley. This branch line was important in the early development of the valley and was used as the main means of local transportation after its construction. The Northern Pacific Line is eligible primarily for its contribution to the settlement and economic growth of the Flint Creek valley (Criterion A).

The Winninghoff Blacksmith Shop, located in Hall on the west side of Montana State Highway #1 (Primary Route P19), was constructed in 1913 and served as a local gas station and blacksmiths shop from 1920 to 1950. The shop continued on as a gas station until the early 1960's. The edge of the structure is located approximately 5.5 meters (18 feet) from the centerline of the presently traveled roadway. A canopy which served as a drive through for gas station customers protrudes about 4.9 meters (16 feet) into the right-of-way of Montana State Highway #1 (Primary Route P19). This canopy was added to the Blacksmith Shop in 1927. The structure has retained its original design, materials and workmanship. The original blacksmith equipment remains inside. The Blacksmith Shop is eligible for listing on the NRHP because it is a good example of a 1910 - 1920 blacksmith shop / gas station (Criterion C), and because it was a locally important business serving the town and local area (Criterion A). See Figure 8 in the 1990 EA for the location of the Blacksmith Shop.

4.13.2 Cultural Resources Impacts

The No-Build Alternative will not impact any historic or cultural resources.

The SHPO has determined that construction of the Preferred Alternative will have an adverse effect on the Winninghoff Blacksmith Shop. For safety reasons, the canopy will have to be removed from the structure. The Northern Pacific Phillipsburg Line (now Montana Rail Link) will be crossed by the widened roadway at the existing crossing location. The SHPO has determined that this roadway widening will result in no effect to the Northern Pacific Phillipsburg Line. See Appendix B for SHPO letter.

4.13.3 Cultural Resources Coordination

The Preferred Alternative has been designed to be as far east of the Winninghoff Blacksmith Shop as possible and still use the existing highway corridor without inordinately damaging the homes and church on the east side of the street. In October of 1990 the Federal Highway Administration, the State Historic Preservation Office (SHPO), the Advisory Council on Historic Preservation and MDT signed a Memorandum of Agreement (MOA) concerning the Winninghoff Blacksmith Shop. See Appendix B for a copy of the MOA and a SHPO letter of concurrence. Mitigation will include the following:

- There will be photo documentation of the structure before and during the removal of the canopy.
- Damage to the building as a result of the canopy's removal will be minimized.
- MDT will be required to repair any portion of the building's facade damaged by the removal of the canopy.

- The building will be repainted in a color comparable to it's original color.

- All work on the Winninghoff Blacksmith Shop will be done in accordance with rules established in the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating.*

- Work on the building will be monitored by the SHPO architect and the MDT's Environmental Services Office.

4.14 Hazardous Materials

4.14.1 Existing Conditions

Information regarding the presence of hazardous materials or incidents was requested from appropriate local, state and federal agencies, as well as field investigations conducted in the Spring of 1994.

For the purposes of this assessment, hazardous materials are defined as products or wastes regulated by the US Environmental Protection Agency (EPA) or the State of Montana Department of Environmental Quality (MDEQ).

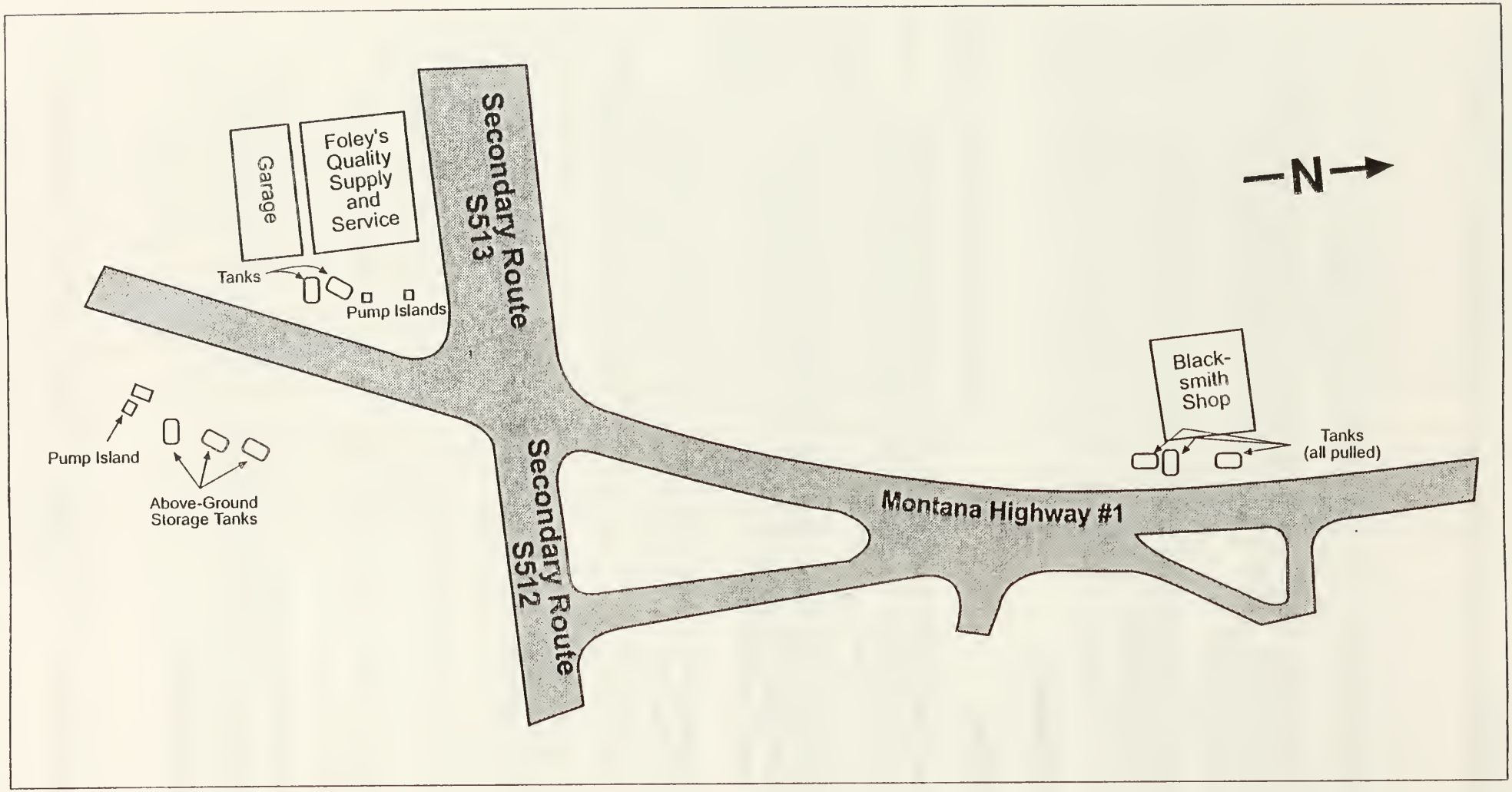
In Montana, Federal Comprehensive Emergency Response, Compensation, and Liability Act (CERCLA) and Resource Conservation and Recovery Act (RCRA), and underground storage tank (UST) site inventories are administered and maintained by the MDEQ. The EPA maintains a National Priority List (NPL) and non-NPL of sites within the state that have been investigated and documented.

See Figure 4-3 for hazardous materials locations identified within the town of Hall.

Storage Tanks

There are a number of different types of storage tanks located within the Study Area in various stages of use and condition.

- **The Winninghoff Blacksmith Shop.** The Blacksmith Shop is located at the north end of Hall on the west side of Montana State Highway #1 (Primary Route P19). Three underground storage tanks (USTs) were removed from this site. Contaminated soils at this site have been remediated.



Maxville to Drummond

Hazardous Materials Sites
(Within the town of Hall) *Figure 4-3*

- **Foley's Service and Supply**. There are two separate storage tank sites associated with Foley's automobile service and supply station. The first site is located approximately 135 meters (440 feet) south of the Winninghoff Blacksmith Shop in the southwest corner of Montana State Highway #1 (Primary Route P19) and Secondary Route S513. Two old leaking underground tanks (LUSTs) were removed from this site and replaced with two new USTs approximately 9.4 meters (31 feet) from the centerline of existing Montana State Highway #1 (Primary Route P19). These tanks are currently used to store petroleum product. The site has been remediated within MDT right-of-way, however some minor surface contamination may still remain.

  The second site associated with Foley's Service and Supply is located directly across the street in the southeast corner of Montana State Highway #1 (Primary Route P19) and Secondary Route S512. Three non-active above ground storage tanks (ASTs) and a pump island are located on this site. There has been substantial diesel spilling at this site due to inferior AST piping. It is likely contaminated soils remain at this site.

Other Sites

- **Abandoned railroad crossing:** Although not tested for contamination, it is possible that the soils located at the abandoned railroad crossing [km 88.6 (MP 55)] may contain minor contamination.

4.14.2 Hazardous Materials Impacts

The No-Build alternative will have no impacts on hazardous materials sites.

Contaminated soils may be encountered during construction of the Preferred Alternative at the above mentioned sites.

4.14.3 Mitigation

To ensure the proper handling of hazardous materials, the following mitigation measures will be implemented:

- At the second Foley's site (located in the southeast corner of Montana State Highway #1 (Primary Route P19) and Secondary Route S512) excavated soils will be periodically tested for contaminants during construction. Depending on concentrations of petroleum hydrocarbons, contaminated soil may be used as fill in roadbed and other areas, provided it is kept out of water and covered with clean fill or pavement. Highly contaminated soils encountered at this site will be subject to removal and disposal

measures in accordance with MDEQ Hazardous Materials regulations. In addition to chemically tested soils, any area with a petroleum odor, an oily sheen on the soil particles, or groundwater shall constitute evidence of contamination. A special provision will be included in the Contract Plans to address handling of contaminated soils.

- Any minor contamination encountered at the Winninghoff Blacksmith will be incorporated into the roadbed of Montana State Highway #1 (Primary Route P19).

- Soils excavated at the railroad crossing will be kept out of the high water table and incorporated into the roadbed of Montana State Highway #1 (Primary Route P19).

4.15 Visual

4.15.1 Existing Conditions

The existing visual quality of the area is rural with land from several ranching and farming operations located immediately adjacent to Montana State Highway #1 (Primary Route P19). Low density development dots the landscape with a relatively more dense, but still rural, concentration of homes and businesses in the towns of Maxville and Hall.

Located in a wide valley, the Study Area is relatively flat with the foreground view dominated by sparse wetland and riparian vegetation, fences, livestock and hay fields. The background view contains the mountains and forests of the Deerlodge National Forest to the west, south and east. The background view to the north contains the town of Drummond, I-90, and the mountains of the Garnet Range.

4.15.2 Visual Impacts

The no-build alternative will have no impact on the existing visual quality of the area.

The Preferred Alternative will have short term visual impacts during construction including dust and debris, stockpiling of excavated material, and the presence of construction equipment and material.

The long term visual impacts associated with the Preferred Alternative include a wider roadway, comparatively flatter side slopes, and, where necessary, an increased clear zone. The straightening of horizontal and vertical curves will give the roadway a smoother appearance. The wider overall cross-section will make the roadway a more prominent aspect of fore, mid, and background views.

4.15.3 Visual Mitigation

Steps to mitigate visual impacts correspond with the wetland mitigation measures detailed in 4.10.5 and include the following:

- Revegetate all exposed areas to MDT standards to reduce erosion and sedimentation.
- Revegetate areas with desirable ground covers to inhibit invasion of noxious weeds and for aesthetic purposes.
- Coordinate weed control, seeding, and fertilization with the Granite County Weed Control authority and MDT.
- Provide bank stabilization and erosion control to meet standards defined by the *MDT Highway Construction Standard Erosion Control Plan.*

4.16 Construction Impacts

The No-Build alternative will have no construction-related effects.

There are several impacts associated with the construction of the Preferred Alternative. The construction-related impacts include:

- **Noise and Vibration**. The operation of various types of machinery, such as heavy earth moving equipment, paving equipment, power tools, pile drivers, and trucks, in close proximity to residences will create an undesirable noise condition. Impacts from vibration are also likely during the construction period.
- **Fugitive Dust.** The operation of heavy equipment on exposed soils may result in the release of fugitive dust into the air.
- **Erosion and Sedimentation**. Runoff from areas of exposed soils may affect water quality of surface waterways. Sedimentation may occur when eroded soils collect in areas below the construction site.
- **Water Quality**. Concrete construction within the river channel creates an opportunity for the release of contaminants to the watershed. Petroleum materials can be spilled during the operation and maintenance of construction equipment.

- **Visual.** Stockpiles of earth materials, stacks of construction materials, and parked equipment may cause a temporary visual impact to the residents near the locations of construction activities.

- **Access.** Local access to intersecting roads and to residences will be maintained during construction. However, limited access and minor detours will be necessary at certain locations during this period.

4.16.1 Construction Mitigation

Construction impacts will be mitigated through implementation of control measures during construction. These measures include:

- Limit noise-generating construction activities to occur between the hours of 7:00 AM and 5:00 PM near residential areas to minimize noise impacts.

- Require the use of appropriate dust suppression measures to minimize dust impact associated with the construction activities.

- Require erosion control methods, such as temporary and permanent seeding and mulching, within a reasonable time after the soil is disrupted.

- Require sedimentation control methods, such as check dam, silt fences, and sedimentation basins along drainage routes and adjacent to sensitive areas.

- Require that the contractor implement an approved water quality control plan, so that appropriate measures are in place in the event of an accidental spill.

- Designate a suitable construction staging area, and require that the contractor store materials and equipment within that area to minimize the visual impact.

- Develop construction staging and traffic control plans that minimize the disruption to traffic and access.

- Provide adequate public notice and maintain coordination with area residents to keep the public apprised of the construction progress and to warn of closures and detours.

4.17 Utilities

Impact on utilities has not changed since the 1990 EA. See Appendix C.

4.18 Permits Required

This proposed project will be in compliance with the provisions for both Water Quality under **75-5-401(2) M.C.A.** for *Section 3(a)* authorizations, and Stream Protection under **87-5-501** through **509 M.C.A.**, inclusive. The following permits or coordination will be required for the Preferred Alternative and will be obtained prior to any relevant disturbance:

- Section 404 Permit. The MDT must obtain a Clean Water Act: Section 404 Permit from the Corps of Engineers, before any excavation, discharge, or placement of dredged or fill material into waters of the United States.

- Section 401 Water Quality Certification: The MDEQ Water Quality Division must certify that any discharges into state waters will comply with certain water quality standards before federal permits or licenses can be granted.

- Floodplain Development Permit: A floodplain development permit from Granite County will be required for road construction and placement of fill in floodplains.

- 124 Stream Protection Act: This permit is needed from the Montana Department of Fish, Wildlife and Parks to maintain the quality of streams and fisheries affected by roadway construction.

- Section 402 NPDES/MPDES Permit: The MDEQ Water Quality Division will review plans and specifications relative to erosion control or a stormwater discharge permit. A Storm Water Erosion Control Plan will be developed for the project. The permit applies to all discharges to surface water or groundwater, including those related to construction, dewatering, suction dredges, and placer mining.

4.19 Cumulative Impacts

MDT currently has three proposed projects in this part of its Missoula District (No. 1) not including this proposed project. The nearest project is IR 90-3 (66) 150, Drummond East and West, Control No. 1422. It is an overlay project located approximately 0.3 km (0.2 mi) north of this proposed project. Drummond East and West has a ready date of July 1999 and will not be constructed concurrently with the proposed project. Other proposed projects are Flint Creek and Flint Creek Overflow. Flint Creek, BR 9020 (15), Control No. 3272, is 6 km (3.6 mi) South of Drummond. Flint Creek Overflow, RTS 9910 (98), Control No. B268, is South of Drummond. Both are bridge replacements over Flint Creek and Flint Creek Overflow approximately 1.6 km

(1 mi) east of Montana State Highway 1 on a county road. The bridge replacements have a ready date of April 1998.

Due to physical distances, none of these MDT projects will have any significant cumulative environmental impacts on this proposed action. This proposed road improvement project will also have no significant cumulative environmental impacts on these other MDT projects in this part of its Missoula District (No. 1).

4.20 Irreversible and Irretrievable Commitments of Resources

Implementation of any build alternative will involve a commitment of a range of natural, physical, human and fiscal resources. Land that will be used in the construction of a build alternative will be considered an irreversible commitment during the time period that the land is used for a highway facility. However, if a greater need for use of the land were to arise, or if the highway facility were no longer needed, the land will be converted to another use. At present, there is not reason to believe such a conversion will ever be necessary or desirable.

Considerable amounts of fossil fuels, labor and highway construction materials such as cement, aggregate and bituminous material will be expended in the construction of a build alternative. Additionally, large amounts of labor and natural resources will be used in the fabrication and preparation of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use will not have an adverse effect on continued availability of these resources. Any construction will also require a substantial expenditure of both state and federal funds which are not retrievable and will require allocation of funds which could be used by other projects.

5.0 Draft Section 4(f) Evaluation

The Draft Section 4(f) evaluation provided in the 1990 EA (contained in Appendix C) remains valid.

Based on the conclusions found in the Draft Section 4(f) evaluation, there is no feasible and prudent alternative to the use of the land from the Section 4(f) property and the proposed action includes all possible planning to minimize harm to the Section 4(f) property resulting from such use.

6.0 Comments and Coordination

The Maxville - Drummond project has included public and agency input. Appendix A includes meeting minutes for meetings held, copies of the newsletters and handouts. Appendix B includes letters of correspondence from cooperating agencies involved with this project.

6.1 Public Involvement Activities

The following public involvement activities were conducted:

- Two general public meetings held on November 1, 1989 and September 12, 1990.
- Several meetings or contacts with agencies or individuals.

The following agencies were contacted:

- Natural Resource Conservation Service
- Montana Department of Fish, Wildlife and Parks
- US Fish and Wildlife Service
- Granite Road and Bridge Department
- Montana Department of Transportation
- Montana Department of Environmental Quality

Comment letters and comment sheets have also been received about this project. These letters/comment sheets are on file at the MDT office in Helena, Montana.

This environmental assessment was prepared pursuant to the National Environmental Policy Act and the Montana Environmental Policy Act. The state statute can be found in section 75-1-201, et seq., MCA. The regulations are found in ARM 18.2.201 et seq.

6.2 List of Agencies with Jurisdiction and/or Permits Required

The following permits or coordination will be required for the Preferred Alternative and will be obtained prior to any relevant disturbance:

- Army Corps of Engineers – Section 404 Permit. The MDT must obtain a Clean Water Act: Section 404 Permit from the Corps of Engineers.

• Montana Department of Environmental Quality, Water Quality Division	– Section 401 Water Quality Certification: The MDEQ Water Quality Division must certify that any discharges into state waters will comply with certain water quality standards before federal permits or licenses can be granted.
• Montana Department of Environmental Quality, Water Quality Division	– Section 402 NPDES/MPDES Permit: The MDEQ Water Quality Division will review plans and specifications relative to erosion control or a stormwater discharge permit. A Storm Water Erosion Control Plan will be developed for the project.
• Montana Department of Environmental Quality, Water Quality Division	– 3A Authorization: This authorization must be obtained from the MDEQ Water Quality Division for construction activities that may cause unavoidable short-term violations of state surface water quality standards for turbidity, total dissolved solids, or temperature.
• Montana Department of Fish, Wildlife, and Parks	– Stream Protection Act: This permit is needed from the Montana Department of Fish, Wildlife and Parks to maintain the quality of streams and fisheries affected by highway-related construction.
• Montana Department of Fish, Wildlife, and Parks	– Beneficial Water Use Permit: Under the Montana Water Use Act, a temporary water user permit will be required from the MDEQ if water is needed for dust control or other construction-related purposes.
• Granite County	– Floodplain Development Permit: A floodplain development permit from Granite County will be required for road and bridge construction and placement of fill in floodplains.
• Montana Department of Environmental Quality, Air Quality Division	– Air Quality Permit: The suppliers of asphalt materials and crushed rock needed for construction must have an air quality permit from the MDEQ Air Quality Division.
• Montana Department of Labor and Industry Safety Bureau	– Construction Blasting Permit: The Contractor performing any blasting required for the proposed action must be licensed by the Safety Bureau of the Montana Department of Labor and Industry, Worker's Compensation Division.

• Montana Department of Environmental Quality, Air Quality Division	– Permits for Open Burning: If open burning occurs with the right-of-way clearing activities for the proposed highway improvement project, fire control permits from the DSL and open burning permits from the MDEQ Air Quality division and Missoula County may be required.

6.3 List of Other Agencies, Persons, or Groups Contacted or Have Contributed Information

Contacts were made with the following agencies or groups regarding this project:

- Granite County Fire Department
- Montana Department of Fish, Wildlife and Parks
- Natural Resource Conservation Service (NRCS)
- US Fish and Wildlife Service
- US Army Corps of Engineers
- Montana Department of Transportation
- Montana Department of Environmental Quality
  - Solid and Hazardous Waste Bureau
  - Air Quality Bureau
  - Water Quality Bureau
- Environmental Protection Agency
- Montana State Historic Preservation Office
- Montana Natural Resource Information System and Natural Heritage Program

Meetings and comments are summarized in the *Public Involvement Status Update Report.* This report is available at the MDT.

7.0 List of Preparers

The following individuals had responsibility for preparing this document:

Name	Project Responsibility	Education/Experience
Dale W. Paulson	Project Review	FHWA Environmental Program Manager
Joel M. Marshik	Project Review	MDT Environmental Program Manager

Appendix A

Meeting Minutes, Newsletters

NOTICE OF AN OPEN FORM LOCATION AND DESIGN PUBLIC HEARING

A combined Highway Location and Design OPEN FORM Hearing will be held in the DRUMMOND COMMUNITY HALL in Drummond, Montana, on Wednesday, September 12, 1990, between 5:00 and 8:00 p.m. This is a change from the 7:30 p.m. stated in the legal ad. This meeting form will allow more "one-on-one" discussion between the engineers and the public and be more conducive to public input. The meeting will present the proposed location and major design features to reconstruct a portion of Montana Route 1 (FAP 19) south of Drummond in Granite County. The project begins just south of Maxville and extends northerly 14.3 miles through Hall and ends at Milepost 62.6, about 1½ miles south of Drummond.

The project proposes to build a 28-foot paved surface on a subgrade that can allow expansion to 36 feet in the future. Two alternates are being studied from Hall north. The westerly alternate, number one (1), generally follows the existing roadway and alternate two (2) would be straight and parallel to the railroad. Alignment number one (1) has been determined the preferred alternate.

A copy of the Environmental Assessment report on environmental considerations, along with maps, drawings, and other pertinent information relating to this project will be available for public inspection and copying at the Department of Highways' office in Missoula and Helena, Montana.

The tentative schedule for right-of-way acquisition and construction, as well as relocation assistance, will be discussed.

INVITATION IS HEREBY EXTENDED TO ALL INTERESTED PERSONS to attend said hearing, and if they so desire, to submit written briefs or verbal testimony either for or against the project. Written statements will also be accepted for ten (10) days following the hearing by the Department's Public Hearings office, 2701 Prospect Avenue, Helena, Montana, 59620.

If you have any questions or comments regarding this notice, you may call the Missoula Highway Office at 549-6491.

Dated: August 23, 1990

Projects: F 19-2(11)
Maxville - Drummond

DPB:D:ENV:63.cm

TO ALL INTERESTED GOVERNMENT AGENCIES
AND
THE PUBLIC

Attached is a copy of the approved Environmental Assessment/Section 4(f) Evaluation (EA/4(f)) and Finding of No Significant Impact (FONSI) statement for Project No. F 19-2(11)48, Maxville - Drummond.

A combined Highway Location and Design Public Hearing was held in Drummond on September 12, 1990 and this EA/4(f) document was made available to the public.

The following list indicates those agencies and individuals who are being furnished this document. If you are aware of other agencies, groups, or individuals who are not on this list and would wish to receive this document, please let us know. Additional copies are available and can be acquired upon request. All inquires should be directed to:

David S. Johnson, P.E.
Preconstruction Engineer
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620
Phone: (406)444-6244

SAN:D:CD:65.cm-2

DISTRIBUTION LIST - LETTER OF INTENT

Honorable Ralph T. Dunagan
Mayor of Drummond
P.O. Box 195
Drummond, MT 59832

Philipsburg Chamber of Commerce
P.O. Box 661
Philipsburg, MT 59858

Elem. Dist. 11 & H.S. Dist. 2
P.O. Box 349
Drummond, MT 59832

Elem. Dist. No. 8
Hall, MT 59837

U.S. Postmaster
U.S. Post Office
Drummond, MT 59832

U.S. Postmaster
U.S. Post Office
Hall, MT 59837

U.S. Postmaster
U.S. Post Office
Philipsburg, MT 59858

Montana Power Company
40 East Broadway
Butte, MT 59701

Richard L. Keller, Chief Eng.
Montana Rail Link
201 International Way
Missoula, MT 59807

U.S. West Communications
Attn: Mgr. Highways
P.O. Box 1716
Helena, MT 59601

Granite County Planning Board
P.O. Box B
Philipsburg, MT 59858

Granite County Commissioners
Granite County Courthouse
Philipsburg, MT 59858

Granite County Extension Off.
P.O. Box 665
Philipsburg, MT 59858

Granite Conservation District
P.O. Box U
Philipsburg, MT 59858

State Soil Conservation Serv.
10 E. Babcock St., Room 443
Federal Building
Bozeman, MT 59715

Department of Commerce
Attn: Admin. Trans. Div.
1424 - 9th Avenue
Helena, MT 59620

Department of Fish, Wildlife, & Parks
Stream Protection Act Manager
Fisheries Division
1420 E. 6th Ave.
Helena, MT 59620

Department of Health & Environmental Sciences
Water Quality Bureau
Cogswell Building
Helena, MT 59620

Department of Natural Resources & Conservation
Office of the Director
1520 East 6th
Helena, MT 59620

Environmental Quality Council
Office of the Director
Capitol Post Office
P.O. Box 215
Helena, MT 59620

State Clearinghouse
Lieutenant Governor's Office
Capitol Building
Helena, MT 59620

Department of the Army
Seattle Dist. Corps of Eng.
P.O. Box C-3755
Seattle, WA 98124

U.S. EPA Montana Office
Attn: EIS Review
301 So. Park, Drawer 10096
Helena, MT 59626

Federal Housing Administration
Office of the Director
Housing and Urban Development
Federal Office Building
301 So. Park, Drawer 10095
Helena, MT 54626

U.S. Fish & Wildlife,
Montana Office
Enhancement Division
Mr. Kemper McMaster
Field Supvr.
Federal Building, 301 So. Park
Helena, MT 59626

U.S. Fish & Wildlife Service
1501 - 14th Street West
Suite 230
Billings, MT 59102

Montana Automobile Association
P.O. Box 4129
Helena, MT 59604

Montana Motor Carriers Assoc.
P.O. Box 1714
Helena, MT 59624

Montana Stockgrowers Assoc.
Office of the Secretary
P.O. Box 1679
Helena, MT 59624

SAN:Q:CD:14.mb-list

INDEX OF CHANGES

The following changes were made to the Draft Environmental Assessment because of changes made in the highway design following the preliminary plan-in-hand and in response to comments received.

Page	Section (paragraph)	
5.	Figure 4	44' Roadway Section
14.	J.	Hazardous Waste Site - underground tanks in construction zone.
14.	B.	Relocation Impacts (par. 1) - four houses to be relocated.
16.	G.	Right-of-Way Impacts 108 additional acres.
16.	H.	Water Resource/Floodplain/Wetlands Impacts (par. 1) attention to railroad drainage (par. 2) floodplains at Boulder Creek, Flint Creek, and Lower Willow Creek.
17.	H.	Water Resource/Floodplain/Wetlands Impacts. (par. 2 & 3)
19.	L.	Fish and Wildlife Impacts (par. 1) raptor-proofed power lines.
21.	VI.	Coordination - Summary of Open Forum Location and Design Hearing.

SUMMARY OF THE OPEN FORUM
LOCATION AND DESIGN PUBLIC HEARING

FILE #420

F 19-2(11)
Maxville - Drummond

This is the report and transcript of the formal Location and Design public hearing held in the Drummond Community Center, Drummond, MT, on September 12, 1990. The project proposes to build a 28-foot paved surface on a subgrade that could allow widening to a 36-foot surface in the future. Two alternates have been studied from Hall north. The first generally follows the existing roadway and the second would be straight and parallel to the railroad. The first, Alternate 1, was reported as the preferred alternate.

The format was "Open Forum" in which neither a formal Right-of-Way (R/W) nor Engineering presentation was made. A packet was handed out to each participant containing a cover letter from the Director, an outline of the project proposal, a sketch of the project location, typical sections, the R/W and relocation programs, a list of the environmental concerns, reduced copies of the display boards and two pamphlets; one on funding and the other with typical R/W questions.

Forty-six (46) people attended the meeting through the hearing time from 5:00 p.m. to 8:00 p.m. They were greeted at the door, advised of the format and escorted to the display boards. Their general concerns were identified and then discussed with an engineer or the R/W representative. Their concerns, questions and opinions, either opposing or in favor of the project, were solicited. Options to submit their input were to write in using a form supplied in the packet, their own letter, or verbally by an interview at a recording station. Eighteen (18) people responded by written form -- one of these also submitted oral testimony -- and one phoned in his concerns for a total of nineteen responses. Copies of the written and oral statements are attached.

The following is a recap of the opinions and concerns:

Several letters dealt with the same basic concerns, that is the several irrigation ditches, shifting the alignment to avoid improvement and flatten curves even more than proposed. Six (6) people specifically opposed the increased right-of-way width although most agreed some improvements were needed as the existing road is dangerous. Five (5) letters stated they are for the project, with one of these also suggesting we widen the involvement in town by removing two structures for better clearance. Several people who attended the hearing were most concerned with the alternates and when they were informed that alternate one was preferred, they indicated agreement and did not provide formal input.

Daniel P. Bartsch

Daniel P. Bartsch, Information Officer
Environmental Section

DPB:D:ENV:225.cm

TRANSCRIPT

F 19-2(11)
Maxville - Drummond

D. BARTSCH: This tape is to take the verbal comments from those attending the open forum public hearing being held on Wednesday, September 12, 1990, in the Drummond Community Hall. Yes, sir? And your name?

R. LACEY: Rick Lacey. We own the property to the east of the highway from 650 to just short of 690.

D. BARTSCH: Those are highway stations?

R. LACEY: Yes, these are the points on the map here. My concerns are where I feel that the centerline should be moved at least half the distance to the west from those points where it goes from bend to bend. The reason being is that you'll affect an irrigation system that's very flat and doesn't have much fall and the high side of that is a hillside that's nonirrigable, it's mostly pasture land -- It isn't an irrigated piece of ground and it doesn't affect any irrigation. We own land on both sides of that centerline so it doesn't make any difference to us if you go on the high side, but on the lower side we are concerned that we could solve probably an engineering problem for you and that you could straighten the highway out there a little bit by going on the upper side and I've explained this to the head of the engineering firm that's been hired to do this project and explained in detail with him what I have in mind.

We're very concerned also because it involves two of our show pastures for our purebred operation. The way it is now, you'll pretty much take 20 percent of our pasture out of production that's used to display the sale of our purebred females, but the major problem is this irrigation system. I think as far as going into detail with this, Dan, I can't see any point of being specific about where these lines are going since I've already covered it with the engineer, but this is just my record of the fact that I've expressed my concern. Frankly, I would have liked to have been consulted earlier because I think this is a situation that even with all of the surveying you've done now, I think that this may have affected even the preliminary line that you drew, so just for future reference I feel that the landowner should be brought into this process a little bit earlier than even after you have this early map.

D. BARTSCH: Okay, fine. I think that identifies the location and this recording will be part of the transcript.

R. LACEY: Well I think that by moving the centerline to the other side of the existing road, as the engineer pointed out to me, he didn't see a problem with that at all. There's another thing you've got to be concerned about and that's all of the water that comes over that highway during high water in the spring when we have melt runoff from those hills. I think it would be advantageous to have that to the west a little bit, making it so that you could have some room to develop your drainage instead of in the middle of my field, because that's a place where water annually comes over the highway whenever we have high water.

D. BARTSCH: Sure. Okay, fine. That's all we need and we'll get this in the record. Thanks a lot.

DPB:Q:PH:cm:1.cg

Appendix B

Agency Correspondence

Montana Department of Fish, Wildlife & Parks

1420 East Sixth Avenue
Helena, Montana 59620

July 8, 1996

Jeanette Lostracco, AICP
Project Manager
Carter & Burgess, Inc.
216 16th St. Mall
Denver, CO 80202

Subject: IR 90-3(66)150
Drummond - E & W (Interstate 90-Granite and Powell Counties)
Control No. 1422

Subject: STPS 271-1 (5)5
5 Mi. North of Drummond - North (Secondary 271 - Granite County)
Control No. 2975

Subject: F 19-2 (11)48
Maxville - Drummond (Montana Highway 1 - Granite County)
Control No. 1280

Dear Jeanette:

The above three projects have been reviewed and Montana Fish, Wildlife and Parks knows of no Section 6(f) of the Land and Water Conservation Fund Act or Section 4(f) of the 1966 Department of Transportation Act impacts which would occur as a result of the three above-mentioned projects.

Thank you for the opportunity to comment.

Sincerely,

Mary Ellen McDonald

MARY ELLEN McDONALD
Program Officer
Resource & Recreation Bureau
Parks Division

Montana Department of Transportation
2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

Marc Racicot, Governor

MASTER FILE COPY

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FEB 07 1996
ENVIRONMENTAL BUREAU

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06
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February 1, 1996

Paul Putz
State Historic Preservation Office
1410 8th Avenue
P.O. Box 201202
Helena, MT 59620-1202

FEB 5 1996

CONCUR
MONTANA SHPO
DATE 6 Feb 96 SIGNED

Subject: F 19-2(11)48
Maxville - Drummond
Control No. 1280

In response to your correspondence of January 10, 1996 concerning the Parker Farmstead (24GN609), we continue to maintain that the property is not eligible for the National Register for the reasons outlined in our letter of January 3, 1996. In order to clarify the issue and make a better case, I have conducted additional research on the settlement patterns of the township where the site is located and on Mormon farmsteads, colonization and landscapes.

Although the Lower Flint Creek Valley was settled as early as the 1870s, the most intense period of agricultural development in the area occurred between 1885 and 1893. This corresponds to the completion of the Northern Pacific Railway in 1883, the Philipsburg branch line in 1887 and the onset of a national economic depression in 1893; the gold and silver mines around Philipsburg simultaneously reached their peak production. Twenty-five homestead entries were made in this township (T10N, R13W) between 1885 and 1893. They were a mixture of 80, 160, 320 and 640 acre tracts; most, however, averaged about 160 acres. The historical record indicates that most of the homesteads were filed for under the 1862 Homestead Act and functioned as cattle ranches with ancillary hay production. Because of the township's proximity to both Willow and Flint creeks, small, privately-owned irrigation systems are common (there are only two irrigation companies in Granite County. One, the Allendale Irrigation Company was established by the Mormons in 1918; the ditches located around the Parker property are privately owned and not managed by a company). Beginning in the mid-1880s, moreover, many of the wealthier land owners began acquiring additional land by purchasing older homesteads. This particular parcel was a homestead that had been "proved up" on and then sold by its original owner to a local rancher who was expanding his holdings.

Good context

The Homestead Boom of the early 20th century apparently had little impact on the agricultural development of the lower Flint Creek Valley. In Township 10 North, Range 13 West, there were 115 homestead entries made between 1871 and 1917. Approximately 64% of the entries were made between 1871 and the passage of the Enlarged Homestead Act in 1909. Nearly all the Homestead Boom Era entries were concentrated in four sections in the northern portion of the township in the vicinity of the Northern Pacific Railway's main line (all the odd-numbered sections were acquired by the NP in 1864). Perhaps not surprising, most all the homestead entries made in the township were for 80 or 160 acre tracts--not the 320 acre tracts

associated with the Homestead Era.

Again, we do not believe that the Parker Farmstead is associated with the Homestead Era (1909-1917). The Homestead Boom was not a significant factor in the development of this particular area as most of the entries made there date before the Enlarged Homestead Act was enacted in 1909. Ella Hughes was the daughter of Hiram Thomas, who purchased this property in 1884. It seems doubtful that Thomas would have given the land to his daughter because of the Homestead Act. She and her husband would not have to "prove up" on the land because it was not a "homestead" in the proper sense of the term. Although originally purchased for use as a component of a much larger ranch, it is not associated with the earlier period of settlement in the valley (1885 - 1893) because the buildings currently located there were not constructed until 1909.

As you are aware, the Mormons had an enormous impact on the settlement of the west beginning in 1847 when they arrived in the Salt Lake area. From there, the Saints established communities throughout Utah, northern Arizona, southeastern Nevada, and southern Idaho. In 1965, geographers and historians began studying the influence of the Mormons in Utah and the surrounding states. Donald Meinig, Charles Peterson and Richard Francaviglia conducted intensive studies of the characteristics of the Mormon landscape in the late 1960s and 1970s. Unfortunately, none of those characteristics can be specifically applied to the Mormon colony in the Lower Flint Creek Valley.

Fred and Edna Parker were one of thirteen Mormon families who came to the valley in 1915/1916 from the Cache Valley, Utah. According to Peterson (1978), the Cache Valley was atypical of other Mormon areas because the prevailing national homestead system was modified and applied to the valley to satisfy the conditions of both the federal government and the Mormon Church. What resulted was a tendency to "line or string" villages along the roads connecting the homesteads (the more theocratic village system established by Brigham Young stipulated that farmers live in villages and work in the surrounding fields). The Parkers and their associates purchased 60-acre parcels from John Hill, a Mormon employed as an agent for the Allendale Land Company. The property in question was purchased by the Parkers in 1917 and, apparently, was used to grow hay for their dairy herd and was not associated with the Allendale property.

Francaviglia (1978) specifies ten characteristics that define a Mormon landscape. They are 1) wide streets, 2) roadside irrigation ditches, 3) barns and granaries in town, 4) unpainted farm buildings, 5) open fields around town, 6) hay derricks, 7) the "ubiquitous Mormon fence", 8) domestic style of architecture, 9) predominance of brick and 10) the pervasive ward chapel. While some of the criteria obviously can't be applied to this particular case, others certainly can.

There are roadside ditches throughout the project area. These are generally unnamed privately owned facilities that appear in the Granite County Water Resource Guide (1959), but are impossible to date. They may or may not be associated with the Mormon settlement of the area. Only two of the six features at the Parker Farmstead are unpainted (F-4 and F-5). There are other, much older, unpainted farm buildings on other properties in the vicinity of Hall; it is unclear whether the Parker buildings were left unpainted as part of the Mormon ethic. There are no hay derricks on the farmsteads recorded in the project area (Francaviglia also maintains that Mormon farmers rarely tore down old unused structures because they may be

needed again; a true packrat mentality). One hay derrick, however, was observed in a farmyard on a property just south Drummond. The Mormon Fence has been described as a "[S]trange picket fence made of various types of poles, slabs, posts and even regular pickets, all unpainted" (Francaviglia, 1978). The builder used whatever scraps of wood that could be found to build what essentially is a patchwork fence. Again, no fence of this type was observed on the Parker property or on any surrounding farmsteads; barbed wire seemed to be the fencing material of choice.

The "domestic style of architecture" usually consisted of L, T or I-shaped farm buildings that were 1½ to 2 stories tall. The decorative elements of these residences usually consisted of Greek Revival elements that were incorporated into the structure of the building. Brick chimneys at either end of the dwelling and a central entry also characterize Mormon-style residences. Perhaps most importantly, is the prevalence of the use of brick in their construction. Francaviglia noted that the residences seemed rather imposing when compared to the shabby appearance of the farmyards surrounding them. Again, the residence (F-1) on the Parker Farmstead is modest with none of the elements that commonly distinguished a Mormon house.

It is our contention, therefore, that there are no elements that distinguish this site as representative of the Mormon colonization of the area. It would appear that the Parker Farmstead (24GN609) does not contain any of the features associated with the traditional Mormon settlement and design patterns. Instead, it is typical of agricultural operations established in Montana from the 1870s until the 1920s. The land use pattern here is not Mormon and none of the buildings on the site have any features that are generally associated with Mormon settlements (i.e. unpainted buildings, hay derrick, Mormon Fence, substantial residence or the use of brick). Although Fred Parker was active in the Mormon Church (he served as president for a number of years in the 1920s), it does not appear that any of the tenants of farm layout and design espoused by the Mormon hierarchy found their way to this site.

The Parker Farmstead (24GN609) is not associated with the initial agricultural development of the Lower Flint Creek Valley between 1885 and 1893. The site was part of a 160-acre homestead entry made in 1871 and later incorporated into a larger ranching operation in the mid-1880s. The buildings on the site were not constructed until circa 1909, when this portion of the 1,100 acre ranch was given or sold to the landowner's daughter. The method by which the land was transferred and the familial relationship between the previous and subsequent owner indicates that it was not associated with the Homestead Boom. Although the land was eventually sold to a Mormon family, the site was not apparently expanded or modified to include any of those features commonly associated with traditional Mormon farmsteads in the West. The Parker Farmstead is not, therefore, eligible for the NRHP under Criterion A.

Although many of the buildings on the site are intact, they are architecturally nondescript and deteriorated. They also include components that are not stylistically compatible with their design. For instance, the residence (F-1) has at least two (and possible three) additions. The massing, siding and features (i.e. windows) are not compatible to the original L-shaped design of the structure. Although the Spring House (F-3) and Granary (F-5) have good integrity, the remaining structures are run-down, have been modified with incompatible materials and have been adapted for use as ancillary structures secondary to the farmsteads main base of operations across the Montana Highway 1. While the barn and granary may have been built during the Parker's tenure of the property, the remaining historic structures were

built before the Parkers bought the land from Barney Tutweiler (who was not Mormon). We do not believe that the property can be eligible for the NRHP under Criterion C.

I hope this clears up some misconceptions about the Mormon colonization of the area (it did for me). If you have any questions, please contact me at 444-6258.

Jon Axline

Jon Axline, Historian
Environmental Services

cc: James Weaver, P.E., Missoula District Administrator
Carl Peil, P.E., Preconstruction Bureau
Joel Marshik, P.E., Environmental Services
Gordon Stockstad, Resources Section
Jeanette Lostracco, Carter-Burgess

State Historic Preservation Office
Montana Historical Society
Mailing Address: 225 North Roberts • Helena, MT 59620-9992
Office Address: 102 Broadway • Helena, MT • (406) 444-7715

Date Recd. Preconst.: 4/26/90

MAIL ROUTE | Attach | Initial

- ✓ 30 Preconst Engr
- ✓ 30 Assistant
- 30 Office Mgr
- 32 Road Design
- ✓ 33 Environment
- 34 Hydraulics
- 35 Survey & Mapping
- 36 Traffic
- ✓ 39 Consultant
- ✓ Weaver
- ✓ File

April 24, 1990

Edrie Vinson, Supervisor
Environmental Section
Montana Department of Highways
2701 Prospect Ave.
Helena, MT 59620

Re: Maxville-Drummond
F 19-2(11)48

Dear Edrie:

For the project referenced above, we concur that 24GN615, the MRL-Philipsburg Branch Line, is eligible for listing in the National Register under Criteria A and C. We also concur that the Winninghoff Blacksmith Shop, 24GN599, will qualify for listing under Criteria A and C. The following properties appear to retain too little integrity to qualify, and on that basis alone we concur that they are not eligible for listing:

24GN616 - Garrett Residence
24GN611 - Di Maggio Farmstead
24GN613 - Allen Farmstead
24GN614 - Ohrmann Ranch
24GN601 - John Alt Residence
24GN602 - Rose Cunningham Residence
24GN603 - Beulah Church
24GN604 - Luoma Residence
24GN605 - LeClaire Goat Sheds
24GN606 - H. Buchanan Residence
24GN607 - Enman Homestead
24GN592 - Powell Homestead
24GN593 - Johnson Homestead
24GN595 - Anderson/Skaw South
24GN596 - Anderson/Skaw North
24GN597 - Phosphate Mill
24GN598 - Hall General Store, etc.

For the rest of the properties recorded, which cannot easily be dismissed as ineligible due to lack of integrity, the level of recordation and documentation does not allow us to reliably evaluate eligibility. Additional specific comments are listed for each property below:

24GN590 - Hennessy Foundation - Please clarify potential under Criterion D, with both intact dumps and an outhouse location. Associative values should also be clarified, in concert with those of 24GN591.

24GN591 - Hennessy Homestead - All sources of historical information should be footnoted. No dates of construction are provided except for the main residence. Proofs of photos taken appear to indicate the main house may look quite different from other elevations, and we would like to see both the other elevations available and some sort of property overview photo. Although this property appears unlikely to be eligible, additional information about the Hennessy family and their relationship to significant local developments is needed to assure a reliable evaluation.

24GN594 - Franzman Homestead - Although we appreciate the fact that GCM is now regularly using the tax and deed records for the historic properties they record, such records are never a good source of the sort of contextual data necessary to evaluate a property such as this. The main house has been altered some, but the number, preservation, worksmanship and feeling of the outbuildings is exceptional. An overview photo or two is essential for determining the visual interrelationships of the buildings at this property and for an assessment of integrity of setting. In addition, we would like to see photos of all of the "features" at the Franzman place. Is Feature 5 the original house at the property?

24GN600 - Tutwiler Residence - This is another of those tough calls, with photo proofs seeming to show an entirely different facet of the building than is apparent from the report photo. In addition, Mr. Tutwiler's name crops up repeatedly in descriptions of title and deed information for other properties, raising the question of who this guy was and whether he was a significant local person. Please provide additional photos of this building and give us some history of Mr. Tutwiler.

24GN608 - McGowan Orchard - What are the buildings which appear to be just over the hill in Figure 51? It appears from the information provided that the trees recorded once led to a dwelling and perhaps other support buildings. Does any trace of these remain? Is there potential eligibility under Criterion D for this property?

24GN609 - Parker Farmstead - This property illustrates many of the recordation problems which we have discussed for other properties above. Please remember that dates of construction **and alterations** are to be obtained or estimated for all buildings recorded. Additions to buildings made during the historic period do not necessarily disqualify a building. Lack of overview photos make it nearly impossible to assess setting or determine contribution of landscape.

Do the trees which appear to screen one or two sides of the main house represent a shelterbelt or other intentional landscaping?

24GN610 - Henderson Root Cellar - Please provide additional information about the associations of this property. Was Mr. Henderson a locally significant individual? Why was this cellar built so far from the homestead proper if its purpose was only to store foods? If the structure is only part of a much larger property, and especially if its spatial relationship to the rest of the place may have significance, we will need to evaluate the property as a whole rather than this as an isolated feature.

24GN612 - Bowls House - Please clarify GCM's evaluation of this property, and/or provide us with your own. GCM appears to be under the impression that a property must qualify under Criterion C to be considered to have sufficient integrity to qualify under Criterion A. This, of course, is not the case.

I have spoken with Jon Axline about some of the problems we are having with these reports, and offered our help in providing a morning session at which we could discuss, with your consultants present, how to go about doing adequate historical research. Please call if you would like to pursue setting up such a session. Reports such as this one do not meet minimum standards for historical research, and are frustrating and time-consuming to try to work with. We do not intend to write three-page letters with specific information requests for each project you send us this season. If reports sent to you do not meet minimum requirements, it is up to your professional staff to see that adequate changes are made before they are sent to us for review. We would appreciate your cooperation in this, and are ready to help in any reasonable way to facilitate review of your projects.

Sincerely,

Katherine M. Huppe
Historical Survey Reviewer

cc: Dale Paulson, FHWA

File: Comp/MDOH-Maxville-Drummond
CD/MRL-Philipsburg Branch Line 24GN615
CD/Winninghoff Blacksmith Shop 24GN599

Advisory
Council On
Historic
Preservation

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

Reply to: 730 Simms Street, #401
Golden, Colorado 80401

October 26, 1990

David C. Miller
Planning & Program Development Engineer
Federal Highway Administration
Montana Division, Region Eight
301 South Park, Drawer 10056
Helena, MT 59626

REF: Memorandum of Agreement regarding the Winninghoff Blacksmith Shop, Project #F-19-2(11)148, Maxville-Drummond, MT

Dear Mr. Miller:

The enclosed Memorandum of Agreement regarding the Winninghoff Blacksmith Shop has been accepted by the Council. This action constitutes the comments of the Council required by Section 106 of the National Historic Preservation Act and the Council's regulations. Please send copies of the signed Agreement to Montana State Historic Preservation Officer and your Federal Preservation Officer.

The Council appreciates your cooperation in reaching a satisfactory resolution of this matter.

Sincerely,

for Claudia Nissley
Director, Western Office
of Project Review

Enclosure

MEMORANDUM OF AGREEMENT

WHEREAS the Federal Highway Administration (FHWA) has determined that the Maxville-Drummond project [F 19-2(11)48] will have an effect upon the Winninghoff Blacksmith Shop (24GN599), a property eligible for inclusion in the National Register of Historic Places, and has consulted with the Montana State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. paragraph 470f);

WHEREAS Montana Department of Highways (MDOH) participated in the consultation and has been invited to concur in this Memorandum of Agreement; and

NOW, THEREFORE; FHWA, the Montana SHPO, and the Council agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties on the Maxville-Drummond highway reconstruction project (the Winninghoff Blacksmith Shop).

Stipulations

FHWA shall ensure that MDOH carry out the following measures:

1) The 1927 canopy on the Winninghoff Blacksmith Shop (24GN599) will be documented with 4 x 5 black and white photographs prior to its removal from the building.

2) The canopy will be removed from the blacksmith shop by the MDOH and any damage incurred to the facade during the removal of the canopy will be repaired.

3) The blacksmith shop will be repainted upon removal of the canopy in a color consistent with its historic appearance (white).

3) The blacksmith shop will be repainted no later than August 30, 1996.

4) If a dispute arises regarding implementation of this agreement, FHWA shall consult with the objecting party to resolve the dispute. If any consulting party determines that the dispute cannot be resolved, FHWA

shall request the further comments of the Council pursuant to the Council's regulations.

Execution of this Memorandum of Agreement and implementation of its terms evidence that FHWA has afforded the Council an opportunity to comment on the Maxville-Drummond project and their effect on an historic property, and that FHWA has taken into account the effects of the undertaking on historic properties.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

BY: Robert D. Bush Date: 10/24/90

FEDERAL HIGHWAY ADMINISTRATION

BY: D C Lewis Date: 10-2-90

MONTANA STATE HISTORIC PRESERVATION OFFICER

BY: Marcella Sherfy Date: 9-25-90

Concur:

MONTANA DEPARTMENT OF HIGHWAYS

BY: [signature] Date: 9-28-90

JA:Q:ENV:10.cm

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)	Date of Land Evaluation Request 12/31/96
Name of Project Maxville-Drummond	Federal Agency Involved USDoT - Federal Highway Administration MDT
Proposed Land Use Highway Right-of-Way/Easements	Location (County): Granite, Montana
PART II (To be completed by SCS)	Date Request Received by SCS

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this farm.) Yes ☐ No ☐		Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land in Govt. Jurisdiction Acres:	Amount of Farmland as Defined in FPPA Acres:	
Name of Land Evaluation System Used	Name of Local Site Assessment System	Date Land Evaluation Returned by SCS	

PART III (To be completed by Federal Agency)	Alternate Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres to be converted directly	51.78			
B. Total Acres to be converted indirectly	0			
C. Total Acres in Site	149.9			
PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime and Unique Farmland				
B. Total Acres Statewide and Local Important Farmland				
C. Percentage of Farmland in County or Local Govt., unit to be converted				
D. Percentage of farmland in Govt. Jurisdiction with same or higher relative value.				
PART V (To be completed by SCS) Land Evaluation Criterion Relative Value of Farmland to be converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.8(b))	Max. Pts.				
1. Area Nonurban Use	15	15			
2. Perimeter in Nonurban Use	10	10			
3. Percent of Site Being Farmed	20	5			
4. Protection Provided by State and Local Govt.	20	0			
5. Distance from Urban Builtup Area	N/A	0			
6. Distance to Urban Support Services	N/A	0			
7. Size of present farm unit compared to average	10	7			
8. Creation of nonfarmable farmland	25	0			
9. Availability of farm support services	5	4			
10. On-farm investments	20	15			
11. Effects of conversion on farm support services	25	0			
12. Compatibility with existing agricultural use	10	0			
TOTAL SITE ASSESSMENT POINTS	160	56			
PART VII (To be completed by Federal Agency)					
Relative value of farmland (From Part V)	100				
Total Site Assessment (From Part VI above or a local site assessment)	160	56			
TOTAL POINTS (Total of above 2 lines)	260				

Site Selected: Existing Corridor	Date of Selection	Was a Local Site Assessment Used? Yes X No ☐

Reason for Selection: Site A: Since the total score is less than 160, no further sites need to be considered as stated in CFR 658.4(c), Part (2) - page 27725 of Vol. 49 FR # 130: "Sites receiving a total score of less than 160 be given a minimum level of consideration for protection and no additional sites be evaluated."

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 - Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 - Originator will send copies A, B and C, together with maps indicating locations of site(s), to the Soil Conservation Service (SCS) local field office and retain copy D for their files. (Note: SCS has a field office in most counties in the US. The field office is usually located in the county seat. A list of field office locations are available from the SCS State Conservationist in each state).

Step 3 - SCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 - In cases where farmland covered by the FPPA will be converted by the proposed project, SCS field offices will complete Parts II, IV and V of the form.

Step 5 - SCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for SCS records).

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 - The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTION FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres to be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.

2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type projects such as transportation, powerline and flooded control, criteria #5 and #6 will not apply and will be weighted zero, however, criterion #8 will be weighted a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 13 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points", where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site A maximum is 200 points; and alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site "A."}$$

SS:Q:ENV:43.gg

Appendix C

1991 Finding of No Significant Impact (FONSI)

1990 Environmental Assessment (EA) and Section 4(f) Evaluation

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 8

and

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

ENVIRONMENTAL ASSESSMENT AND SECTION 4(f) EVALUATION

FOR
THE RECONSTRUCTION OF MONTANA HIGHWAY 1
MAXVILLE-DRUMMOND
GRANITE COUNTY
F 19-2(11)48

Submitted by
U.S. Department of Transportation
Federal Highway Administration
and
Montana Department of Highways

January 1991

FINDING OF NO SIGNIFICANT IMPACT

FOR

F 19-2(11)48
MAXVILLE - DRUMMOND

THE FEDERAL HIGHWAY ADMINISTRATION HAS DETERMINED THAT THIS PROJECT WILL NOT HAVE AN SIGNIFICANT IMPACT ON THE HUMAN ENVIRONMENT. THIS FINDING OF NO SIGNIFICANT IMPACT IS BASED ON THE ATTACHED ENVIRONMENTAL ASSESSMENT, SECTION 4(F) STATEMENT AND INPUT FROM THE LOCATION AND DESIGN PUBLIC HEARING. THIS FINDING HAS BEEN INDEPENDENTLY EVALUATED BY THE FEDERAL HIGHWAY ADMINISTRATION AND DETERMINED TO ADEQUATELY AND ACCURATELY DISCUSS THE ENVIRONMENTAL ISSUES AND IMPACTS OF THE PROPOSED PROJECT AND PROVIDES SUFFICIENT EVIDENCE AND ANALYSIS FOR DETERMINING THAT AN ENVIRONMENTAL IMPACT STATEMENT IS NOT REQUIRED. THE FHWA TAKES FULL RESPONSIBILITY FOR THE ACCURACY, SCOPE AND CONTENT OF THE ATTACHMENT ENVIRONMENTAL ASSESSMENT.

David C. Miller

for Federal Highway Administration
Division Administrator

Date 3-13-91

Federal Aid Project

F 19-2(11)48

Maxville-Drummond

FINAL COORDINATION

Since the approval by FHWA of this document for public availability, no changes have occurred at the project site or any modifications made to the proposed project as described in this document.

The FINDING OF NO SIGNIFICANT IMPACT (FONSI) for the Environmental Assessment precedes this page. The signed FONSI completes the requirements for a final environmental document on this proposed project.

Changes to the Draft Environmental Assessment as signed by the Federal Highway Administration on 7-26-90 are noted in the Index of Changes. The Revised Wetland Evaluation has been made a part of the appendix. Reference to the open forum location and design public hearing has been included in Part VI, Coordination. A summary of the proceedings and a list of the participants are made part of this document and placed at the end of the appendix.

ONLY PRACTICABLE ALTERNATIVE
WETLANDS FINDING
for
F 19-2(11)48
MAXVILLE-DRUMMOND

FEBRUARY 14, 1991

1. This FINDING provides documentation that this proposed project will minimize the destruction, loss, or degradation of wetlands. This FINDING also documents the steps to preserve and enhance the natural and beneficial values of the wetlands affected by this proposed project. This proposed project's impacts to wetlands will be in compliance with Executive Order 11990.

2. It has been determined that there are no practicable alternatives to this proposed project due to the following:

   The "no-build" alternative has been found to be inadequate to meet the needs of the travelling public in this vicinity. This alternate does not correct the poor alignment, narrow width, unsafe conditions, and/or traffic congestion at this location. Any of these conditions have been determined to be sufficient to warrant correction by this proposed project.

   An alternate route parallel to the railroad from Hall to two miles north was considered in the environmental document for this project. The alternate route would impact even more wetland than the proposed route.

3. This proposed project has been determined to include all practicable measures to minimize harm to wetlands. This determination has been made through the mitigation process described on the following page(s).

4. Based upon the above considerations, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed project includes all practicable measures to minimize harm to wetlands which may result from such use.

WETLAND SUMMARY

In accordance with Executive Order 11990, Protection of Wetlands, the proposed highway improvement and its wetlands impacts have been closely evaluated. The two best wetland areas were considered for avoidance by use of guardrail and alignment changes but concern for highway safety, the snow traps generated by guardrail, and the risk of water penetrating the subgrade and resultant highway pavement damage dictated that the areas be filled and other means of mitigation sought.

The project will encroach on 16 acres of wetlands. A portion of these areas are wetlands located at the toe of hills and highway and railroad ditches. It is anticipated that approximately 4.5 acres of wetlands will reestablish in these similar areas along the new highway due to the presence of water, soil and seeds. Therefore, the project will cause a wetland loss of approximately 11.5 acres. With the select surfacing gravel plus the base and plant mix appregate needed to built the project, it is estimated that with the contractor wetland incentive included in the contract, one could expect to establish approximately 4.5 acres of wetland and thus the project will only have a wetland deficit of 7 acres.

The 7 acre deficit will be included in the Montana Department of Highway Wetlands bank and restored on other projects.

Based on the above considerations, it is determined that there is no practical alternative to the proposed construction in wetlands. Also, the proposed action includes all practable measures to minimize harm to wetlands which may result from such use.

Montana Department of Highways — Date: Feb 15, 1991

FHWA — Date: 3-13-91

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION 8

and

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

DRAFT ENVIRONMENTAL ASSESSMENT AND SECTION 4(f) EVALUATION

for

F 19-2(11)48
Maxville-Drummond

Submitted Pursuant to 42 U.S.C. 4332(2)(c)

Reviewed for Content and
Approved for Public Availability

Montana Department of Highways — Date June 19 1990

Federal Highway Administration — Date 7/26/90

TABLE OF CONTENTS

ENVIRONMENTAL ASSESSMENT

		PAGE
I.	DESCRIPTION OF PROPOSED ACTION	1
II.	PURPOSE AND NEED	6
III.	ALTERNATIVES	7
IV.	AFFECTED ENVIRONMENT	9
	A. INTRODUCTION	9
	B. HISTORICAL	9
	C. LAND USE AND ECONOMY	9
	D. TRANSPORTATION FACILITIES	10
	E. UTILITIES	10
	F. LANDFORM AND SOILS	10
	G. WATER RESOURCES/FLOODPLAINS/WETLANDS	12
	H. FISH AND WILDLIFE	12
	I. MINERAL AND ENERGY RESOURCES	14
	J. HAZARDOUS WASTE SITES	14
V.	PROBABLE ENVIRONMENTAL IMPACTS	14
	A. SOCIAL AND ECONOMIC IMPACTS	14
	B. RELOCATION IMPACTS	14
	C. LAND USE IMPACTS	15
	D. TRAFFIC IMPACTS	15
	E. AIR QUALITY IMPACTS	15
	F. NOISE IMPACTS	15
	G. RIGHT-OF-WAY IMAPCTS	16
	H. WATER RESOURCE/FLOODPLAIN/WETLANDS IMPACTS	16
	I. VISUAL IMPACTS	17
	J. HISTORIC AND CULTURAL IMPACTS	17
	K. SCHOOLS, PARKS AND RECREATION IMPACTS	19
	L. FISH AND WILDLIFE IMPACTS	19

M. UTILITIES IMPACTS 20
N. CONSTRUCTION IMPACTS 21
VI. COORDINATION 21

VII. SECTION 4(f) EVALUATION
A. DESCRIPTION OF PROPOSED ACTION 22
B. SECTION 4(f) RESOURCES 22
C. IMPACTS ON SECTION 4(f) PROPERTY 24
D. AVOIDANCE ALTERNATIVES 24
E. MEASURES TO MINIMIZE HARM 25

APPENDIX

LIST OF FIGURES

FIGURE NO.	DESCRIPTION	PAGE
1.	PROJECT LOCATION MAP	2
2.	PROJECT VICINITY MAP	3
3.	RURAL TYPICAL SECTION	4
4.	URBAN TYPICAL SECTION	5
5.	PROPOSED ALTERNATES	8
6.	FARMLANDS MAP	11
7.	FLOODPLAIN ENCROACHMENT SITES	13
8.	HISTORICAL SITES & LANDSCAPED AREAS IN HALL	18

ENVIRONMENTAL ASSESSMENT

I. DESCRIPTION OF PROPOSED ACTION

The proposed project is the reconstruction of 14.3 miles of Montana Highway 1 in Granite County. The project begins at Maxville (MP 48.3) and goes north through Hall ending just south of Drummond at MP 62.6. This section connects Interstate 90 and the communities in the northern part of the county to the county seat, Philipsburg. The project location is shown on Figure 1; project vicinity and termini are shown on Figure 2.

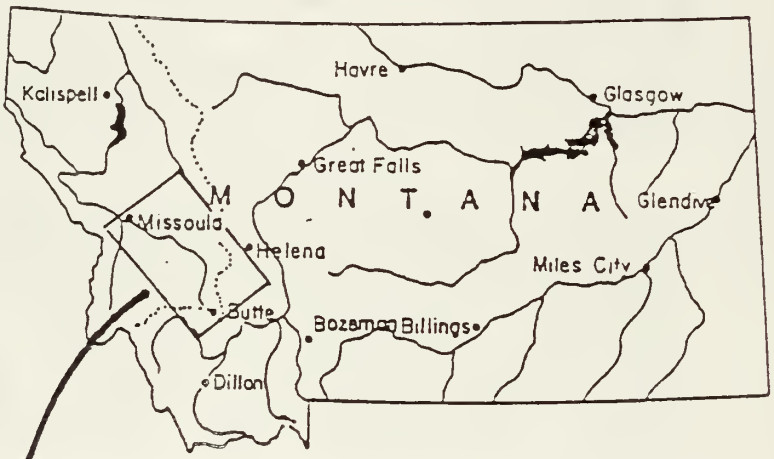
The proposed alignment generally follows the existing highway. A 28-foot wide paved roadway would be constructed with a subgrade that will allow for a future 36-foot wide roadway. A 40-foot wide curbed section is proposed through Hall. This consists of 12-foot wide driving lanes and 8-foot wide shoulders. Typical cross-sections are shown in Figures 3 and 4. Other design criteria include a 60 mph design speed, a four percent maximum gradient and a maximum horizontal curve of 4 degrees 45 minutes. The Lower Willow Creek bridge will be replaced.

The proposed project does include some exceptions to current design standards which are based on a 60 mph speed and a daily traffic volume of 400 or more vehicles. Design standards call for a 36-foot wide, paved surface: the initial roadway to be built will be 28 feet wide in accordance with the MDOH Route Segment Plan for this highway. Design standards call for bridge widths of 36 feet: Flint Creek Bridge and Boulder Creek Bridge are both 34 feet wide and will not be changed. In 1986 Flint Creek Bridge was widened and Boulder Creek Bridge was rebuilt. It is not deemed economically justifiable to replace or expand these bridges.

The railroad is a controlling parameter for either alternative. The highway runs parallel to the railroad for almost 11 miles of the project's 14.3 miles. Although the tracks have not been used in more than 13 years and sections of track have been removed, Montana Rail Link has not abandoned the line and does not plan to do so. Consequently, all highway work must be planned considering the railroad to be active. This means that a separation of 50 feet between the railroad centerline and the highway shoulder must be maintained. A second criteria is that the distance from the railroad centerline to the edge of the highway easement must be 25 feet. Depending on terrain, this could increase the 50-foot separation noted above.

This project is tentatively scheduled to be ready in 1994 and will include grading, drainage, surfacing, curb and gutter through Hall, signing, pavement markings, top soil placement and seeding. Any irrigation facilities, fences, or approaches affected by the construction will be replaced. Extensive

PROJECT LOCATION MAP



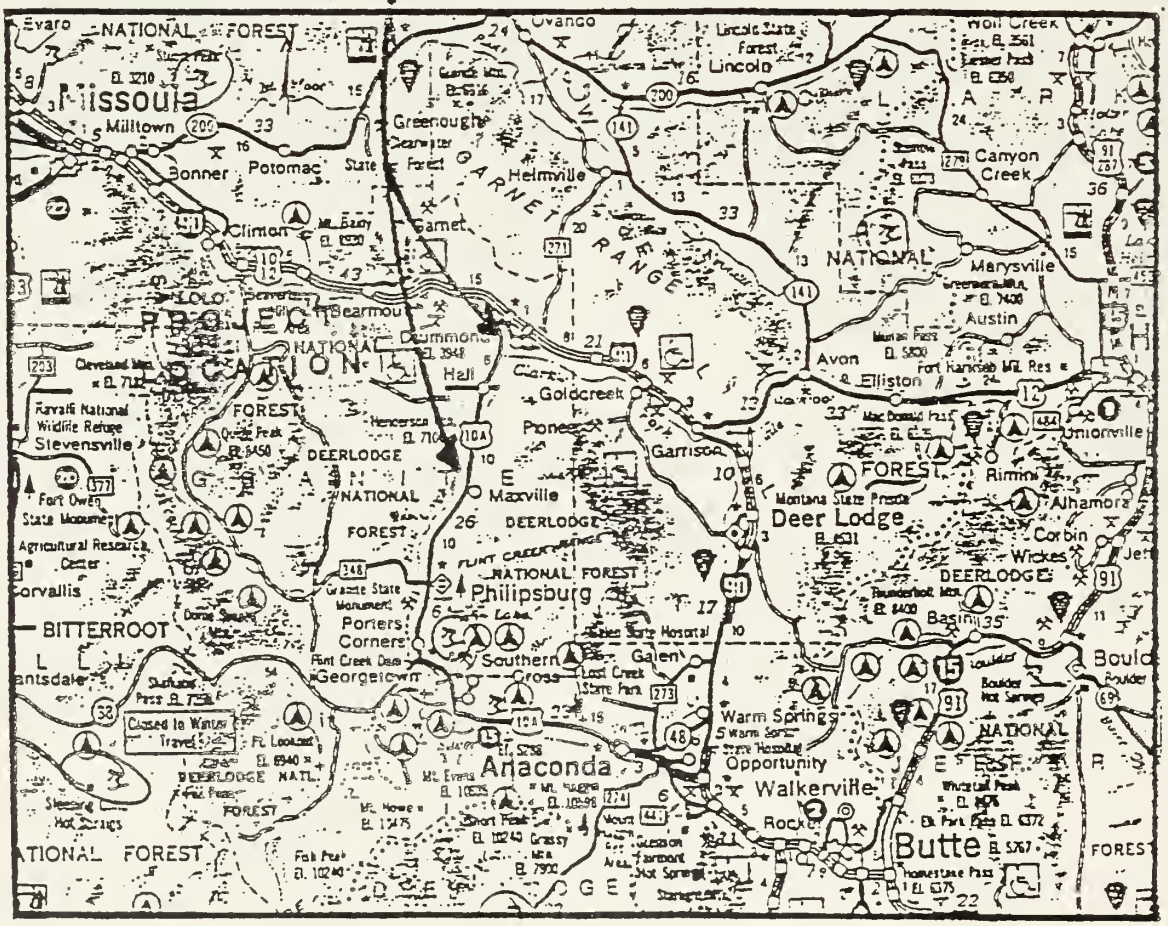


FIGURE 1

PROJECT VICINITY MAP

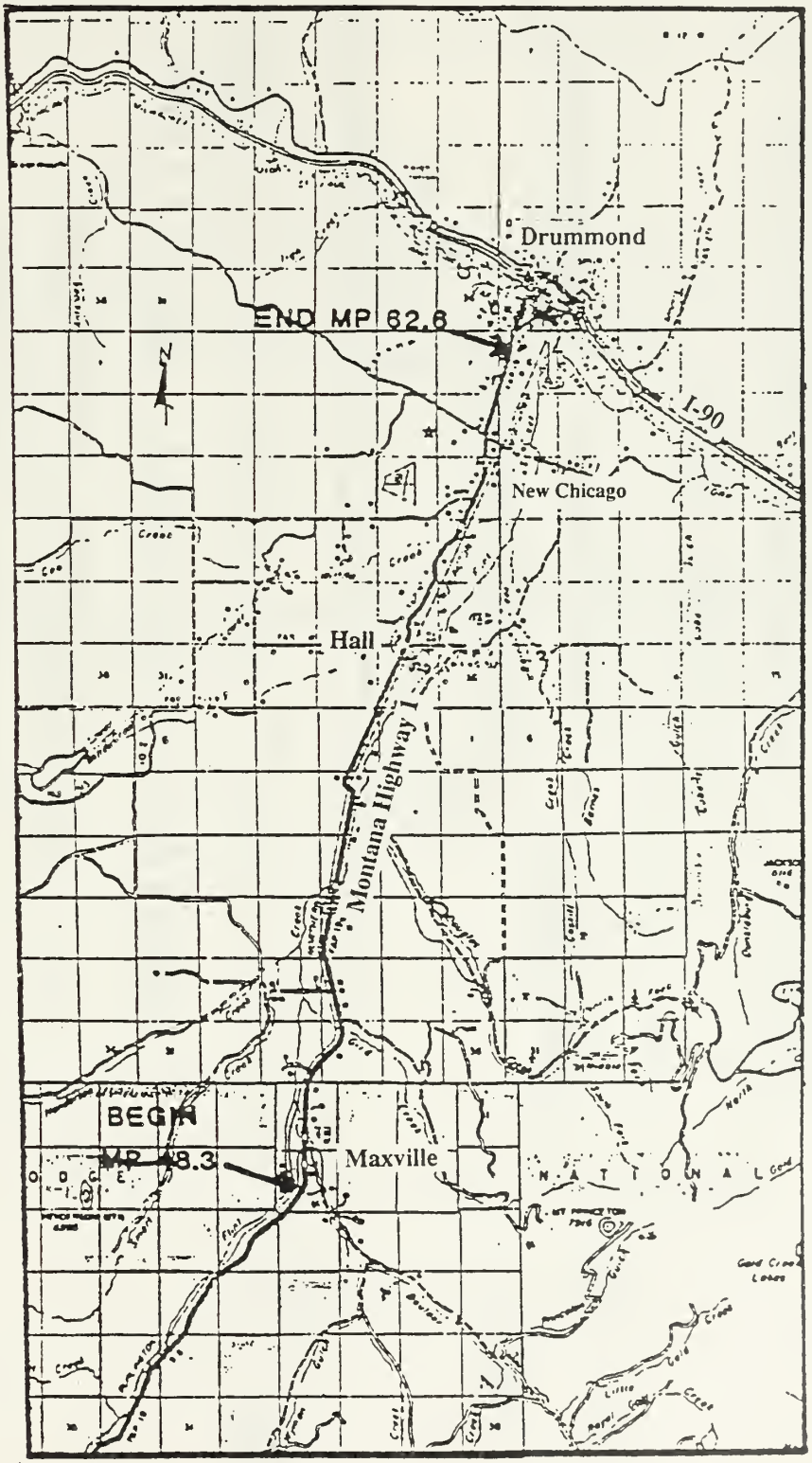
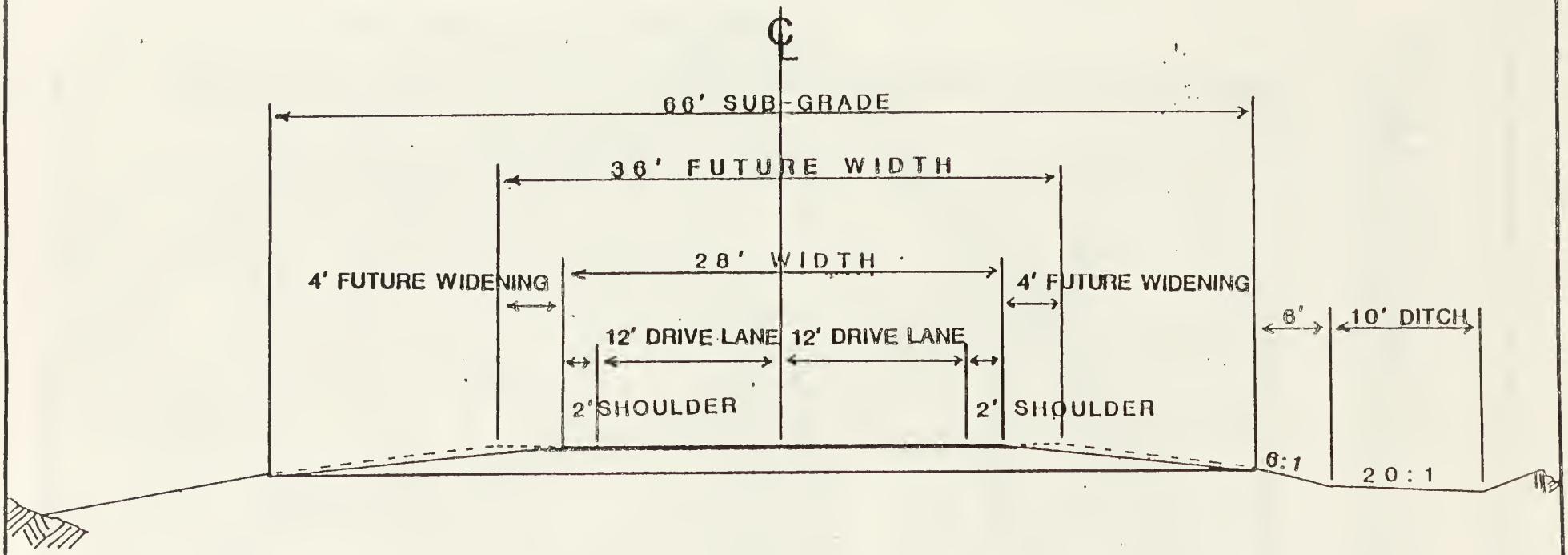


FIGURE 2

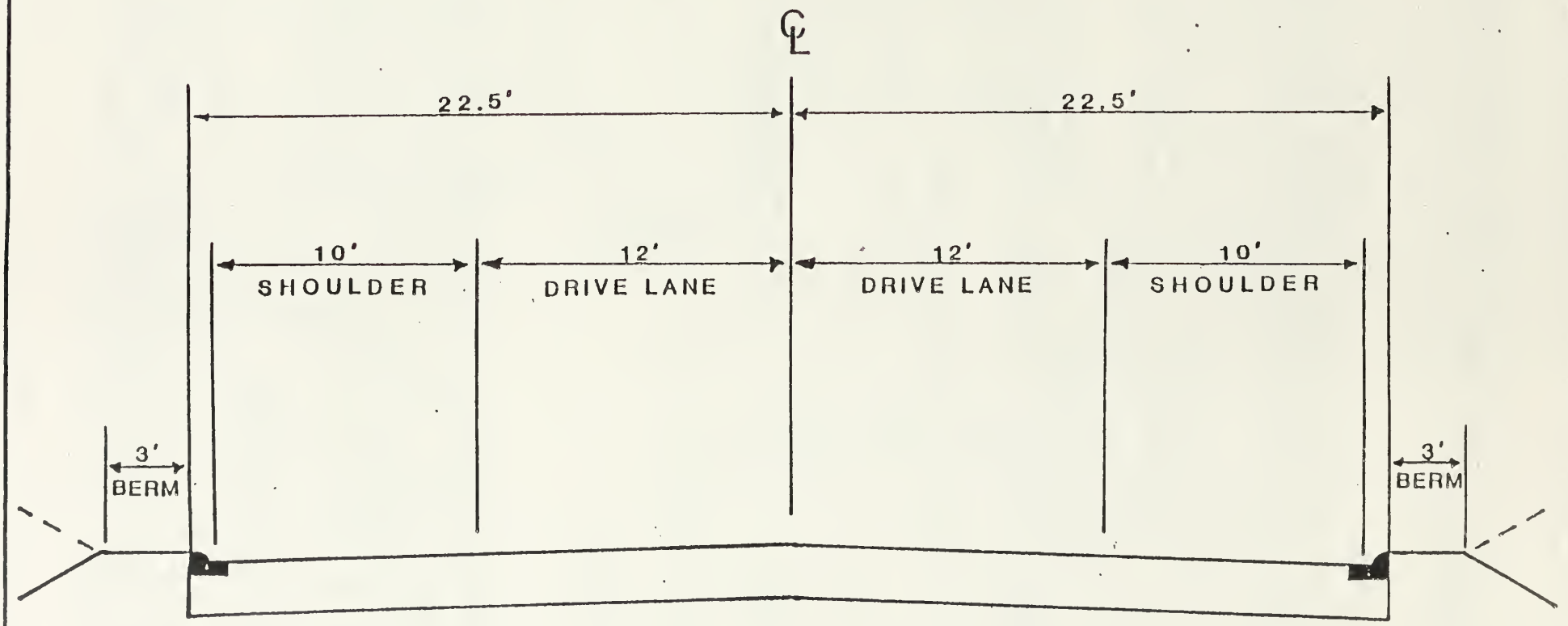


RURAL TYPICAL SECTION

28' ROADWAY (PRESENT)

36' ROADWAY (FUTURE)

FIGURE 3



URBAN TYPICAL SECTION
48' ROADWAY

FIGURE 4

relocation of utilities, especially power lines and telephone lines, will be required.

II. PURPOSE AND NEED

Montana Highway 1 has been signed "Pintlar Scenic Route" by the Montana Department of Highways and as such may attract tourists/motorists who might otherwise use I-90 on their trip between Missoula and Butte. The Flint Creek Valley and environs have always been a prime fishing and hunting area. The Discovery Basin ski area attracts many skiers who use the northern part of Montana Highway 1 to arrive at their destination. These recreationists add to local traffic which includes heavy trucks associated with ranching, mining and logging.

The purpose of this project is to improve this 14.3 mile stretch of highway so that it can safely accomodate all present and future traffic by bringing the road up to current standards.

AVERAGE DAILY TRAFFIC (ADT)

YEAR	JUNE 1989 ADT
1989	750
1995	850 (Letting Date)
2015	1050 (Design Year)
DESIGN HOURLY VOLUME (DHV)	190
D	55-44%
T	14.1%
ALL TRUCKS	55%
18 kip EAL'S	66.50 (Daily)

(SOURCE: MDOH)

The existing highway has a 20-foot wide, badly deteriorated paved surface. The southern 6.2 miles were built in 1931, the next three miles in 1927 and the northern 5.1 miles in 1925. Many short crest vertical curves severly limit sight distance. The horizontal alignment is fairly good but has some dangerous curves notably at Sherryl Crossing (MP 55) where there is a 20-degree curve and a 16-degree curve as the highway crosses the railroad. From Hall north to MP 59.6 there are seven curves ranging from 7 to 14 degrees. Ditch slopes along much of the present highway are very steep.

Certain sections of the highway are inundated with water from spring thaws and/or heavy spring rains. Just south of Hall, about MP 57.3, water has been deep enough to render the highway impassable. From MP 61 north to MP 61.2 is another area frequently flooded. Two areas less often covered with water are

a mile north of Hall near MP 58.9 and just north of the LDS Church, about MP 62.1. These areas are not in a designated floodplain and the flooding is attributed to poor drainage along the highway.

The accident rate is more than twice as high as the state average for primary highways. Clusters of accidents have been recorded at MP 54.8 to 55.3--Sherryl Crossing, and at MP 58.8 to 59.3, the curves near the Parker Ranch.

ACCIDENT ANALYSIS
JANUARY 1989

	STATEWIDE AVG. PRIMARY HIGHWAY	MONTANA HIGHWAY 1 MAXVILLE-DRUMMOND
ACCIDENT RATE*	1.95	4.53
HIGH AVERAGE	3.54	
SEVERITY RATE	1.51	1.439
HIGH AVERAGE	1.76	
ACCIDENT TYPE		
OFF ROAD	48.0%	70.0%
OVERTURN	23.6%	26.0%
FIXED OBJECTS	24.9%	43.0%
UTILITY POLES	1.9%	4.0%

*Number of accidents per 1,000,000 vehicle miles.

(Source: MDOH)

III. ALTERNATIVES

Alternate routes are limited by present land use and the proximity of the railroad. Land use is predominantly agricultural, much of it irrigated cropland. There are some homesites along the highway at Maxville and at the intersection of the highway amd the New Chicage Road (MP 61.2),and of course, the homes in Hall. Therefore, the only alternatives considered are between MP 57.2 and 59.3.

The first alternate, and the preferred alternate, is to generally follow the present highway and flatten horizontal and vertical curves to satisfy standard design criteria.

The second alternate is to follow the present alignment from Maxville to MP 57.2 where the highway would continue west of and parallel to the railroad tracks through Hall and north to MP

PROPOSED ALTERNATES

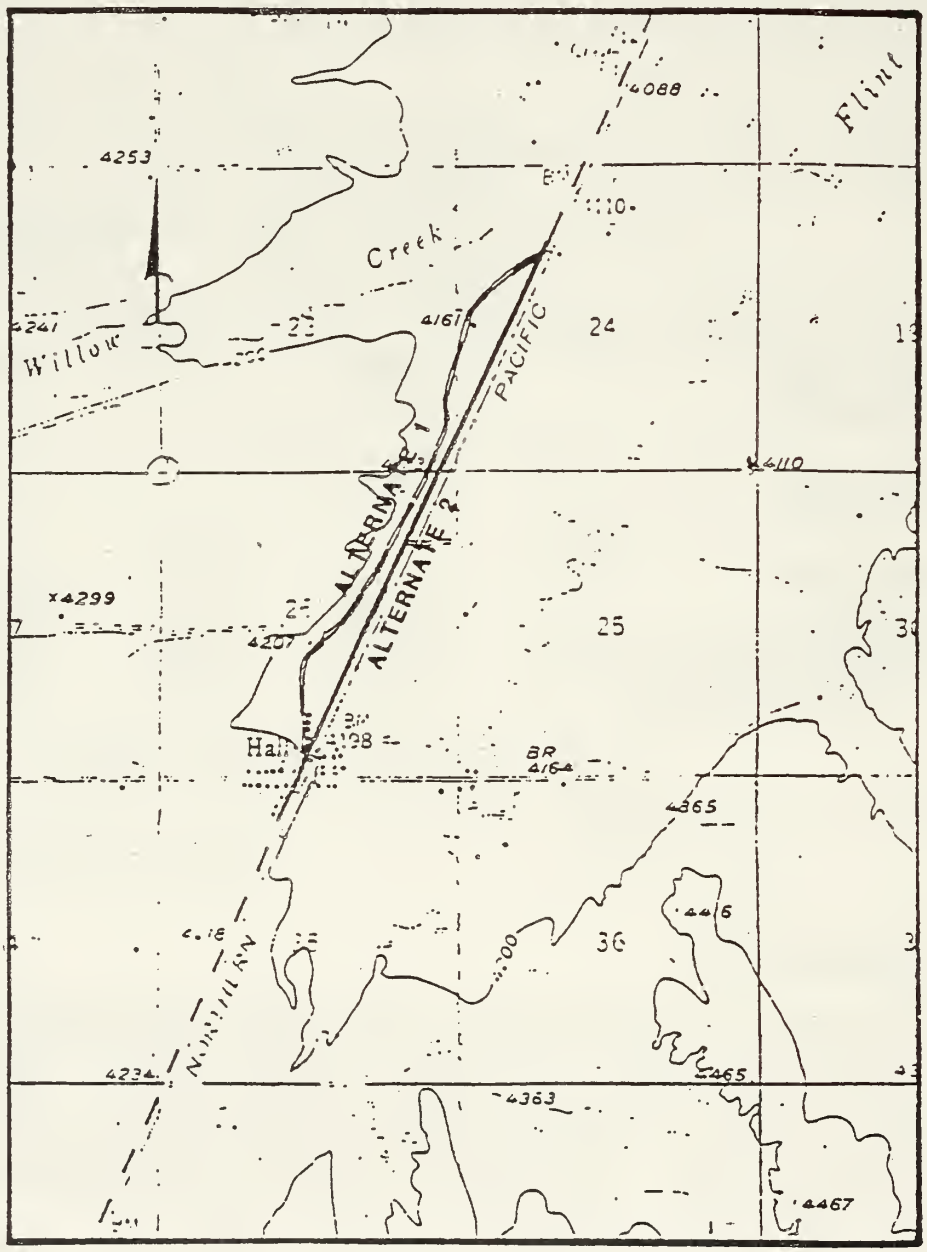


FIGURE 5

59.3 where it would connect with the present alignment. This alternative would eliminate the numerous sharp curves between Hall and the Lower Willow Creek bridge. (See Figure 5).

The third alternate is no-build. This would not satisfy the objective of having a highway built to acceptable standards that will safely accomodate present and future traffic. If this alternate were chosen, the highway would continue to deteriorate despite routine maintenance and become less and less safe for travel.

IV. AFFECTED ENVIRONMENT

A. INTRODUCTION

The proposed reconstruction of Montana Highway 1 follows the present highway corridor through the Flint Creek Valley. It begins at Maxville (F 78(7)) and ends just south of Drummond (FAP 205(B)). An alternate alignment is proposed through Hall.

B. HISTORICAL

A cultural resource inventory was conducted along the project corridor (GCM Services, Inc., February 1990). Two prehistoric sites were identified; both were determined to have been significantly disturbed and to have no further historic potential. A possible Native American gravesite was examined with a member of the Blackfoot Cultural Committee present, but no human remains were found.

Twenty-five historic sites were inventoried but only two were determined to be eligible for inclusion in the National Register of Historic Places. They are the Winninghoff Blacksmith Shop in Hall and the Philipsburg Branch of the Northern Pacific Railway.

C. LAND USE AND ECONOMY

Land use along the project corridor is predominantly agricultural. There are three clusters of residences along the highway--just north of the Boulder Creek bridge, at Hall and at the New Chicago Road intersection.

The land use pattern described is consistant with the one in The Granite County Comprehensive Plan (1972). There is no zoning and land uses are not expected to change.

The economy of the area is based on agriculture. The sawmills at Hall and Drummond contribute to the economic base. From time to time there has been mining in the area, especially phosphate mining at Douglas Creek, but there is no mining

activity at present.

D. TRANSPORTATION FACILITIES

Montana Highway 1 is the major transportation facility in Granite County. Passenger and freight service are provided by Intermountain Transportation Company. Other service is provided by United Parcel Service and local carriers out of Butte and Missoula. There are general aviation airports at Philipsburg and Drummond. The nearest air carrier airport is in Missoula.

E. UTILITIES

Utilities along the project corridor include electric transmission, distribution and service lines and natural gas lines belonging to Montana Power Company; underground and above ground telephone lines and a fiber optics line crossing belonging to U.S. West Communications. Yellowstone Pipeline Company has one pipeline crossing and the Bonneville Power Authority has one high voltage transmission line crossing as does Montana Power.

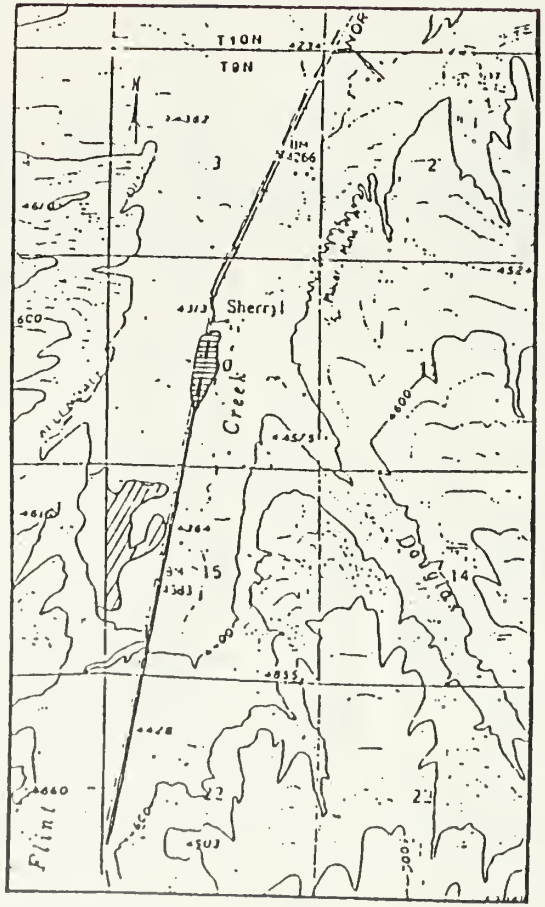
Wells and septic systems of some individual homes along the way may be affected by highway construction.

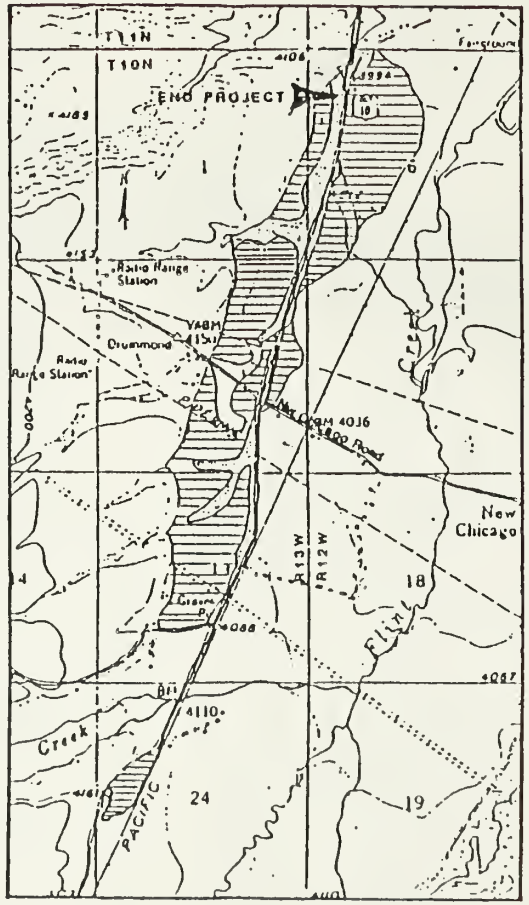
F. LANDFORM AND SOILS

Flint Creek Valley is bounded on the east by the high granite peaks of the Flint Creek Range and on the west by the more humble Long John Mountains. At the south end of the project the highway runs through a succession of low, bouldery ridges grown up with douglas fir. The narrow swales between are open and grassy. At MP 50 the land levels out and is open and grassy. The granite boulders lying on the valley floor for the next mile or so are thought to have come from the Flint Creek Range via a mud flow down Boulder Creek. (David Alt and Donald Hyndeman, 1986, Roadside Geology of Montana, Mountain Press Publishing Co., Missoula.) A half mile north of Stone the valley narrows to less than one half mile wide and then gradually widens the next four miles. At Hall the valley is nearly four miles wide. This portion of the route is through low-lying irrigated hayland and pasture interspersed with quaking aspen and willows.

Soils for the most part are those of a valley floor--"nearly level, shallow to moderately deep, poorly drained soils formed from recent outwash along the valley floor." The northern two miles are described as "nearly level to strongly sloping, well-drained soils formed from alluvium in the valleys." (USDA, Soil Conservation Service, General Soils Map, Granite County, Montana, April 1972). In Figure 6, it is noted that the project traverses several areas of prime farmland.

FARMLANDS MAP





LEGEND

PRIME FARMLAND (IF IRRIGATED)

1980 SURVEY

1988 SURVEY

FARMLAND OF STATEWIDE IMPORTANCE

1980 SURVEY

SOURCE:US SCS

FIGURE 6

G. WATER RESOURCES/FLOODPLAINS/WETLANDS

Irrigation ditches and drainage ditches lie in the project area. At least eight irrigation ditches and two drainage ditches cross the highway. None of these ditches are described in the Montana Water Resources Board publication.

Floodplains in the project area have been delineated for Boulder Creek and Flint Creek. The highway now abuts the flood plain on the west at MP 48.9 and crosses it via the Boulder Creek bridge. The highway again crosses the flood plain at the Flint Creek bridge and abuts it on the west to Sherryl Crossing. The Lower Willow Creek floodplain has not been delineated, but is crossed at the site of the present bridge.

Numerous small wetland areas are within project bounds. Most of these have been created by the railroad and highway embankments and lie between them. An example of this is the pond at the southern outskirts of Hall. In another instance, near MP 52.3, beaver activity has hindered drainage underneath the highway and created a wet area. Such sites provide habitat for small animals, birds and waterfowl but are of limited size. Preliminary field reviews show approximately 25 of these wetland areas scattered along either side of this 14 mile project.

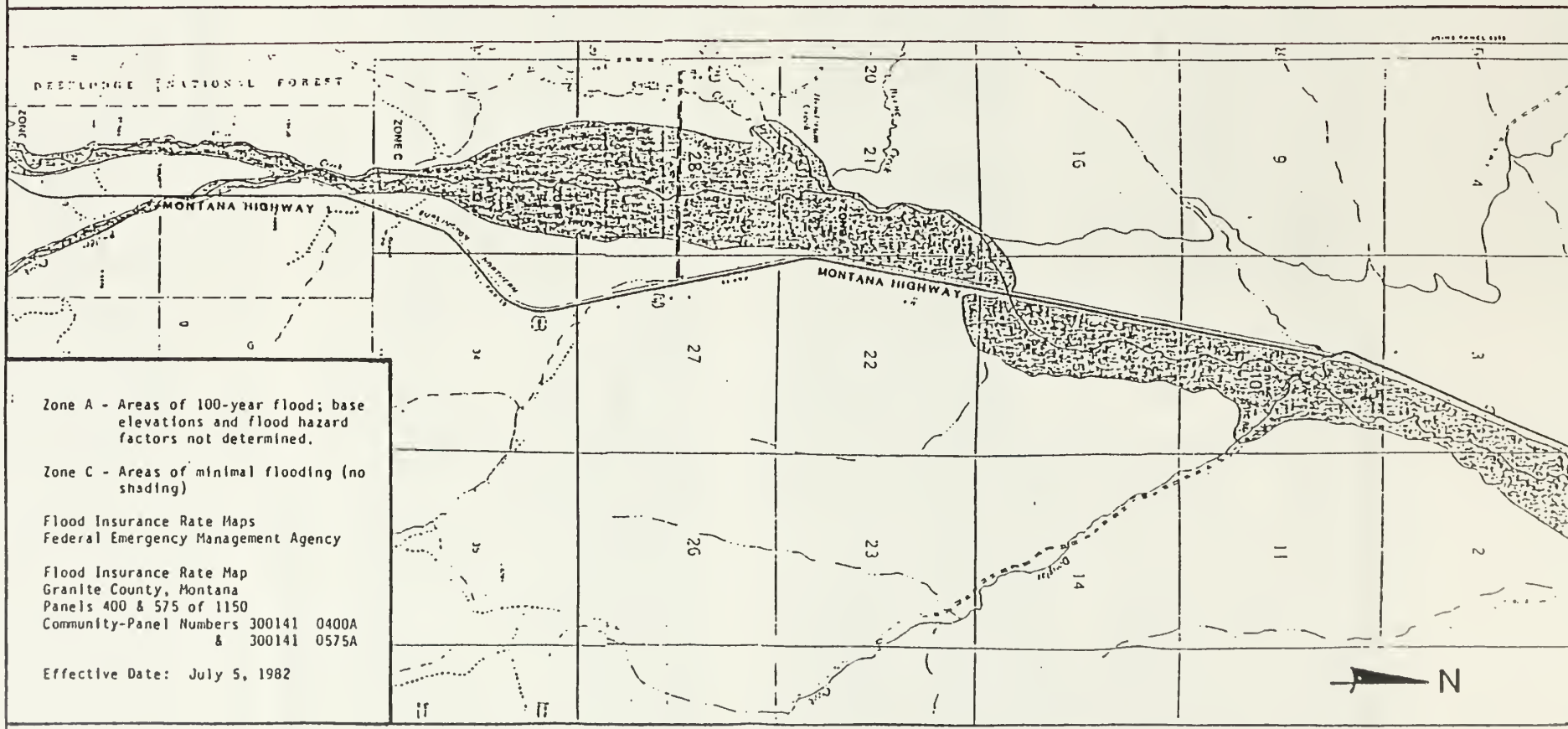
H. FISH AND WILDLIFE

The U.S. Fish and Wildlife Service was consulted regarding any threatened or endangered species in the project area. They determined that the only possible species present might be the bald eagle and the peregrine falcon. Both species may winter in the area and at times be along the highway, but there are no nesting territories in the project corridor. There are a substantial number of hawks and smaller birds of field and marsh in the area. Ducks are often seen in certain wet areas.

The Montana Department of Fish, Wildlife and Parks has no special fisheries concerns at the site of the Lower Willow Creek Bridge, the only place along the project a stream will be disturbed.

There is a large population of white tail and mule deer in the area. Road kills are numerous along the length of the project. Smaller animals--fox, coyote, skunk, porcupine and muskrat, are often seen along the way.

FLOODPLAIN ENCROACHMENT SITES



Zone A - Areas of 100-year flood; base elevations and flood hazard factors not determined.

Zone C - Areas of minimal flooding (no shading)

Flood Insurance Rate Maps
Federal Emergency Management Agency

Flood Insurance Rate Map
Granite County, Montana
Panels 400 & 575 of 1150
Community-Panel Numbers 300141 0400A
& 300141 0575A

Effective Date: July 5, 1982

FIGURE 7

I. MINERAL AND ENERGY RESOURCES

The U.S. Bureau of Mines has identified two mineral properties in the vicinity of the project: 1) a sand and gravel deposit in section 13 T 10N R13W and 2) a gold placer property in section 24 T10N R13W. The sand and gravel deposit will not be disturbed by the project. No further information ascertaining the exact location of the placer property has been found. Its mineability will not be affected any more than it is by the existing highway.

J. HAZARDOUS WASTE SITES

Four possible hazardous waste sites have been located in the project corridor. Three are underground fuel tanks in Hall: the Granite County Road Maintenance shop, Foley's Service and Supply and the Winninghoff Blacksmith Shop (24 GN 599). Only the three tanks at the latter site are in the construction zone and these are slated to be removed by the owner prior to December 1, 1991. The fourth site is at the old phosphate mill at Sherryl Crossing (MP 55). Any mitigation measures determined necessary by testing will be incorporated into the design.

V. PROBABLE ENVIRONMENTAL IMPACTS

A. SOCIAL AND ECONOMIC IMPACTS

This highway project will not have any significant social or economic impacts regardless of which alternate is chosen. The purpose of the project is to reconstruct the existing, rather hazardous facility so that it is a safer, modern facility which can adequately handle present and future traffic. There will be some short term benefits to the local economy during construction. There are no ethnic or minority neighborhoods along the proposed route.

B. RELOCATION IMPACTS

Alternate 1 will cause the relocation of outbuildings at station 48+50, ranch homes and outbuildings at stations 84+00 and 125+00, an unoccupied house at station 492+00 (Hall), a rural home and garage in the southwest corner of the New Chicago Road intersection (station 685+00) and a garage/shop at station 688+80. Alternate 2 would affect all the aformementioned homes except the unoccupied one in Hall and would also cause the relocation of one other ranch home and garage. Anyone displaced by highway reconstruction is eligible for relocation assistance. This is provided in accordance with "The Uniform Relocation Assistance and Real Property Aquisition Policies Act of 1970" as amended.

The project will also affect approaches to the highway. Though modified, all approaches will be perpetuated where practicable. The No-build Alternate would cause no relocation impacts.

C. LAND USE IMPACTS

This highway project is not expected to cause any changes in land use or cause any new development along the project corridor. Some farmland will be taken for highway purposes. Final design will minimize this impact as much as possible.

A review was made of the provisions of the Farmland Protection Policy Act and found that the project will only have a minimum impact on conversion of farmland to non-agricultural purposes, just the small strips of land along either side of the highway to accommodate the widening.

Alternate 2 would have much more adverse impact to an area of prime farmland north of Hall than would Alternate 1. (See Figure 6).

D. TRAFFIC IMPACTS

It is not envisioned that reconstruction of the highway will increase traffic levels beyond those projected for the No-build Alternate. It will provide a safer, more convenient highway and will reduce user costs. The No-build Alternative would not alleviate the high accident rate.

E. AIR QUALITY IMPACTS

The construction of this project would cause some short-term adverse effects to the air quality. In the long term the project should prove somewhat beneficial because traffic flow would be smoother, thus reducing stopping and idling and decreasing automobile emissions. The No-build Alternative would not improve air quality.

F. NOISE IMPACTS

A traffic noise assessment has been conducted for this project. Traffic noise levels were calculated for 1989 and the design year, 2014, using existing and projected traffic volumes. Truck traffic is expected to account for 14.1% of all traffic during the period. All locations listed below are residences and are indicative of noise levels to be expected at other locations with similar distances from highway centerline to building.

LOC. #	MP #	SPEED MPH	1989 DIST. FROM CL (ft)	PROPOSED DIST FROM CL (ft)	LEQ (H) 1989 PK HR dBa*	LEQ (H) 2014 DHV dBA	LEQ(H) 2014 "NO-BUILD" dBA
3	49.3	55	93	73	61	64	62
5	50.7	55	66	76	63	64	64
9	57.5	35	37	52	63	62	64
13	57.6	35	47	42	61	64	63
17	57.7	35	34	34	63	64	64
18	58.0	55	56	61	64	65	66
25	61.5	55	98	88	61	63	63

* decibels

Source: MDOH

These calculations indicate that design year noise levels will probably not exceed present levels by any more than 3 dBA anywhere along the route, nor will design year exterior noise levels exceed Federal-Aid Highway Program (FHPM 7-7-3) Noise Abatement Criteria of 67 dBA for category B, that is, for schools, churches, residences, hospitals, etc. The increase in highway noise levels will be insignificant.

G. RIGHT-OF-WAY IMPACTS

The present highway right-of-way varies from 30 to 100 feet on both sides of the highway centerline. It is estimated that an additional 108 acres will be needed for the project as designed. Alternate 2 would require approximately 9 acres more than Alternate 1. The No-build Alternate would require no additional land for right-of-way.

H. WATER RESOURCE/FLOODPLAIN/WETLANDS IMPACTS

Many irrigation ditches and at least two drainage ditches will be impacted by the project. Any relocation or modification of these facilities determined to be necessary during project design will be done during the non-irrigating season or temporary facilities will be provided. Any work done on these ditches will be co-ordinated with and approved by the owners. Attention will likewise be given to insure that the railroad is not adversly affected by the new highway's drainage.

Floodplains in the project area have been delineated for Boulder Creek and Flint Creek. The highway now abuts the floodplain on the west at MP 48.9 and crosses it via the Boulder Creek Bridge. The highway again crosses the floodplain at the Flint Creek bridge and abuts it on the west to Sherryl Crossing. Along this 1.6 mile stretch the proposed wider highway will encroach approximately 25 feet farther into the Flint Creek floodplain than does the existing highway. This additional encroachment will not be significant because of its distance from Flint Creek. It will not increase the flood hazard and there

will be no increase in any water surface. Erosion of fill slopes will be controlled by seeding. The lower Willow Creek floodplain has not been delineated, but is crossed at the site of the existing bridge. A Flood Plain Management Permit will be obtained from Granite County before any construction is done in the flood plain. See Figure 7.

Flooding of the highway (see page 6) can be minimized by raising the grade and improving grading without affecting the flood plains or abutting property.

Numerous wetlands occur along the project, many of them created by water trapped between railroad and highway embankments. The areas are for the most part small, often with willows, and provide some habitat for small animals, birds and waterfowl. There is a spring-fed pond between the highway and railroad at the south end of Hall and beaver activity has caused a good sized wet area along the highway near milepost 52.3

The Wetlands Evaluation done in August 1990 by Stahly Engineering and Associates and O.E.A. Research of Helena, Montana, determined that the highway project will destroy 16 acres of wetland. It estimated that 4.5 acres of wetland will reestablish in similar areas along the highway due to the presence of water. Another 4.5 acres of replacement wetland could be created if the contractor obtains borrow material from a site on the valley floor. This would leave a wetland deficit of 7 acres which will be included in the Montana Department of Highways' wetland bank and restored on other projects.

I. VISUAL IMPACTS

Either Alternate 1 or 2 would have a positive visual impact. Better sight distances would improve the view for travelers along the Pintlar Scenic Route.

J. HISTORIC AND CULTURAL IMPACTS

The cultural resource inventory conducted during the summer of 1989 identified two sites eligible for inclusion in the National Register of Historic Places: (1) The Philipsburg Branch of the Northern Pacific Railway (site #24GN615) and (2) the Winninghoff Blacksmith Shop (site #24GN599). See Figure 8. Other sites retained little of their original historical integrity because of building removal, alteration or intrusive structures.

Either construction alternative will cross the railroad in the Sherryl Crossing area where a new highway crossing will be constructed. In accordancee with the 1988 MDOH, FHWA, and SHPO linear site agreement, a short crossing such as this may be excluded from inventory and evaluation.

HISTORICAL SITES & LANDSCAPED AREAS IN HALL

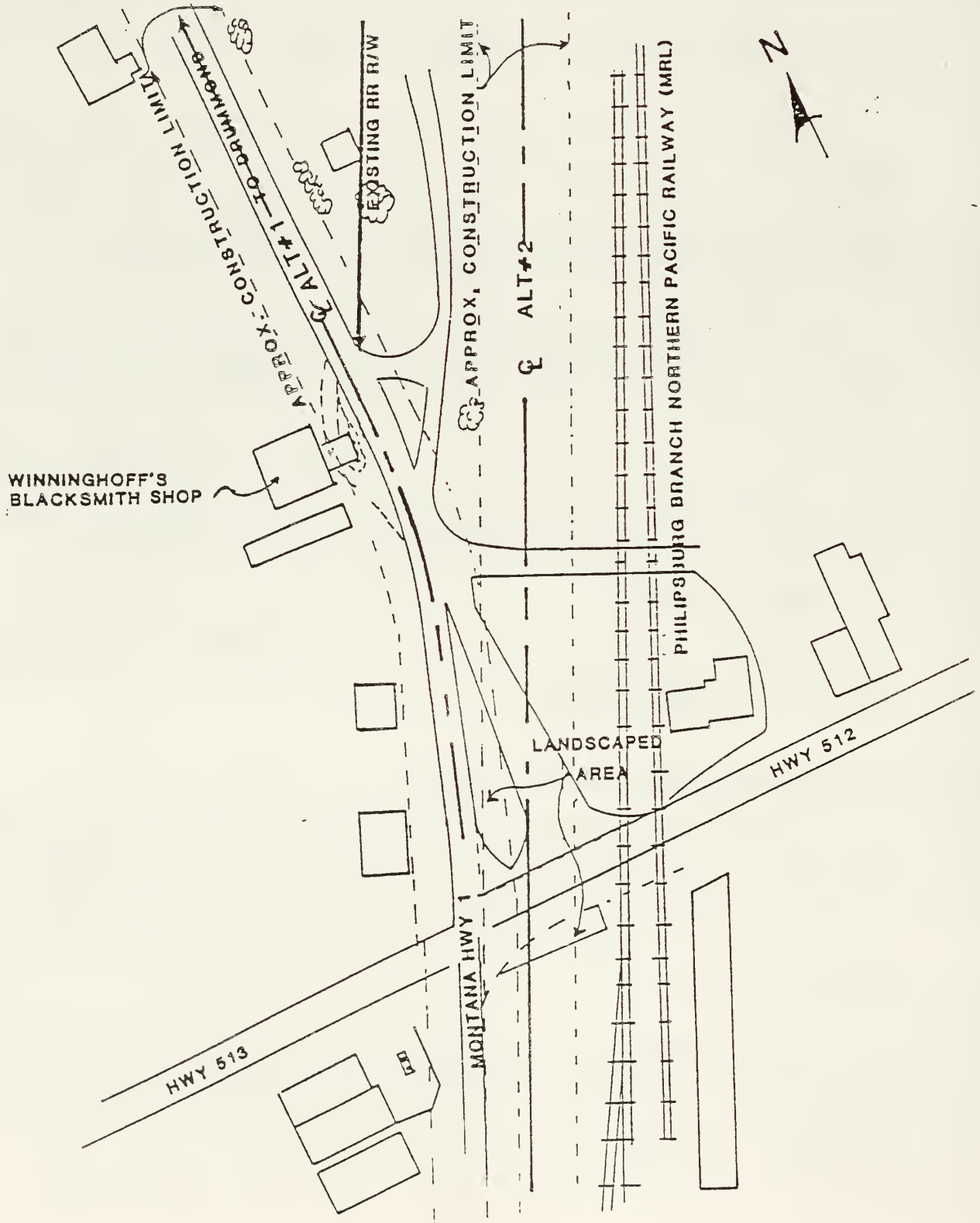


FIGURE 8

The blacksmith shop is 18 feet from the centerline of the present travelled way (PTW). Under Alternate 1 the highway centerline will be approximately 28 feet from the blacksmith shop. It is proposed to remove the canopy from the blacksmith shop. This is discussed in detail in the Section 4(f) Evaluation. Alternate 2 would place the highway about 85 feet from it. The No-build Alternate would keep the highway centerline at its present 18 feet from the building.

K. SCHOOLS, PARKS AND RECREATION IMPACTS

The Hall school is not in the project corridor but there is a school crossing at the intersection of Montana Highway 1 and highways 512 and 513. It is also near the end of a curve with limited sight distance to the north. Alternate 1 would improve sight distance on the curve, Alternate 2 would eliminate the curve, and the No-build Alternate would perpetuate the hazard. Existing school crossing markings and signing will be perpetuated.

There is a public picnic area in Hall and some landscaped areas--flower beds, flagstone walks, lawn and flower boxes. These all lie in Montana Rail Link right-of-way. (See Figure 8). The picnic area will be impacted slightly by either alternative but it should be largely undisturbed. The landscaped area just north and south of highway 512 in Hall will be obliterated with Alternate 2 and reduced somewhat with Alternate 1. With the installation of curb and gutter through town there will be areas east of the highway that were used as informal approaches and driveways and parking. These will no longer be used for that purpose and could be topsoiled and enhanced if desired by the community of Hall. The No-build Alternate would have no affect on them.

Since the picnic tables and planter boxes are not located on publicly owned land, Section 4(f) of the DOT Act concerning preservation of parkland does not apply.

L. FISH AND WILDLIFE IMPACTS

There are no known threatened or endangered species inhabiting the project corridor. From time to time transient bald eagles and peregrine falcons may use the area. Relocated powerlines that present a danger to raptors will be raptor proofed according to the latest MDOH criteria. Implementation of such will be provided for in the Special Provisions of the highway plans.

The only place where fish populations might be disturbed is at the Lower Willow Creek bridge which will be replaced. Proper design and good construction technique should keep further encroachment/disturbance of the stream and fish to a minimum.

Present impacts on big game--mostly road kills, should be mitigated by the improved highway alignments of Alternate 1 or 2. Animal-auto collisions can be further minimized by replanting the roadsides with plants less palatable to deer. This would also lessen impacts on animals feeding on carrion.

Some wildlife habitat will be taken by the highway-wetlands and ponds (see WETLANDS evaluation), willow thickets that provide shelter, and grassy areas. By following the existing corridor as much as possible these impacts will be minimized.

The No-build Alternate would have no effect on the birds, fishes or habitat in the project corridor, but in the long term it may have an adverse affect on big game because of increased road kills.

M. UTILITIES IMPACTS

All utilities along the project highway will be impacted to an extent. The Montana Power Company transmission line, which runs west of the highway the length of the project, will have to be relocated in some places. In places where the power line is on the far side of the railroad tracks it should not be affected by construction.

U.S. West Communications' telephone lines run parallel to the present highway. Most of these are underground lines except crossings at Flint Creek and Boulder Creek and from milepost 53.7 to 55.7 where telephone lines are on poles. The entire line will be impacted.

Montana Power's natural gas line runs west of the project corridor from Drummond to Sherryl Crossing where it crosses to the east side. At Maxville the mainline crosses to the west side and continues on to Philipsburg. These lines come off the 12 3/4" Deer Lodge-Missoula Line which crosses the highway at MP 61. Distribution lines cross at the intersection of the New Chicago Road and in Hall at the intersection of state roads #512 and #513. From this line distribution lines run parallel to the highway--on the west side going south and on the east side going north. These crossings will be impacted. There appears to be no practical highway alignment change to minimize utilities impacts.

Yellowstone Pipeline Company has a gas line crossing the corridor at the Ohrman Ranch. There is also a fiber optics line belonging to U.S. West Communications crossing here. Both will

Alternate 1 or 2 would have about the same impact on utilities. The No-build Alternate would not impact any utilities.

N. CONSTRUCTION IMPACTS

Highway construction causes some short-term, adverse impacts. These include:

- noise and dust from construction equipment
- emissions from asphalt plants and crushers
- potential for erosion on cut and fill slopes
- inconvenience to motorists due to delay, detours, decreased speeds.
- water turbidity in streams

Most such impacts can be minimized by proper construction practices. Air quality permits are required for operation of asphalt plants and crushers. Dust can be controlled by watering. A traffic control plan will be developed to keep traffic moving as smoothly as possible. Erosion will be controlled during construction with silt fences and slopes will be replanted as soon as possible. During the construction of the new facility across Lower Willow Creek water turbidity will be controlled as much as possible by including water pollution and siltation regulations in the construction contract. These will include:

1) Construction dewatering - general discharge permit
2) Short-term construction authorization
3) Section 404 - Nationwide and individual permits

VI. COORDINATION

On August 8, 1989 the Montana Department of Highways sent a letter of intent to federal, state and local government agencies and to private entities affected by the proposed project. Their replies are in the appendix.

A public information meeting was held November 1, 1989 at the Hall school. The meeting was well attended by area residents who, as daily users of the highway, contributed valuable information about problem areas along the highway. The majority of them favored Alternate 1.

APPENDIX

REVISED WETLAND EVALUATION
FOR
Montana Project F-19-2(11)48
Maxville-Drummond

The original September 1990 Wetland Evaluation was based on the premise that judicious use of minimum standards and/or minor design exceptions could result in significantly less wetland impacts and loss. At the preliminary plan-in-hand, concern about the risk of water penetrating the subgrade and the possibility of resultant highway pavement damage together with concern for highway safety dictated that more desirable safety slopes be used and more adjacent wetlands be filled in.

The original September 1990 Wetland Evaluation is revised as follows:

II. DESCRIPTION of Effect of Project on Wetlands (pgs. 9-11)

(Revisions of Site 4, 7 and 11).

Site 4 - The alignment is shifted east to allow safer slopes. This further avoids riparian vegetation and the existing ditch between the railroad and highway.

Site 7 - Use of safer flatter slopes between the highway and railroad forces the highway east through the better wetland at Station 208.

Site 11- In the interest of roadside safety and elimination of guardrail together with the desire for better highway embankment construction and concern for future pavement maintenance it was decided not to shift the alignment to avoid this wetland.

Table 2 is revised to reflect Plan-in-Hand changes.

Please feel free to contact me at 449-5486 if you have any questions. Thank you very much for the opportunity to comment.

Sincerely,

Richard T. Montgomery

Richard T. Montgomery
Branch Chief

c.c. Steven Pilcher, WQB
John Peters; EPA 8 WM-SP
Lee Shanklin, 8 MO
John G. Wood, USFWS

United States Department of the Interior

BUREAU OF MINES

WESTERN FIELD OPERATIONS CENTER
EAST 360 3RD AVENUE
SPOKANE, WASHINGTON 99202-1413

TAKE PRIDE IN AMERICA

August 24, 1989

Mr. Stephen C. Kologi, P.E.
Chief—Preconstruction Bureau
Department of Highways
State of Montana
2701 Prospect Avenue
Helena, Montana 59620

Dear Mr. Kologi:

SUBJECT: FEDERAL AID HIGHWAY PROJECT ON MONTANA HIGHWAY 1, MAXVILLE-DRUMMOND, GRANITE COUNTY

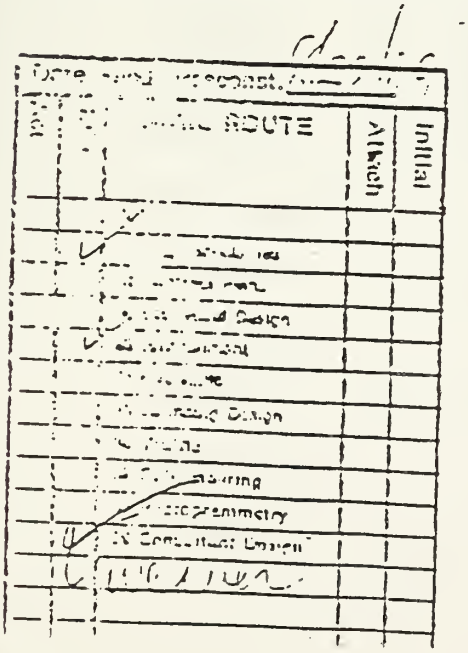
The Bureau of Mines Mineral Industry Location System (MILS) lists two mineral properties in T. 10 N., R. 13 W., that appear to be within or near the proposed project area. One is a gold placer property in section 24, and the other is a sand and gravel deposit in section 13. Detailed information is not available.

An assessment should be made of possible impacts this project may have on the development and utilization of these resources. The results of this assessment should be included in the Environmental Impact Statement.

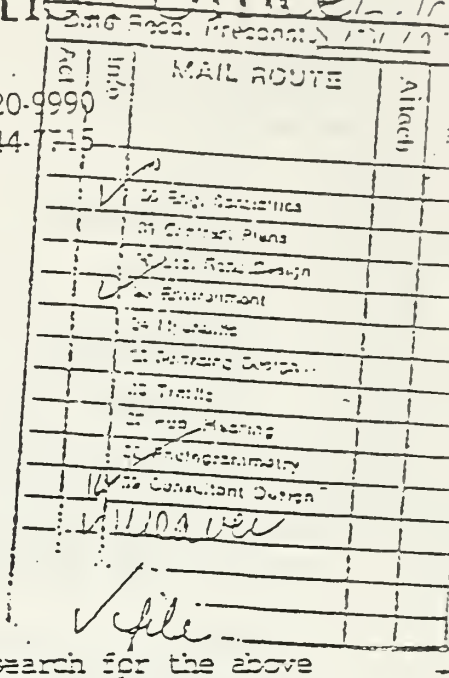
Thank you for the opportunity to comment.

Sincerely,

C. Thomas Hillman, Supervisor
Mineral Issues Involvement Section
Branch of Resource Evaluation



State Historic Preservation Office
Montana Historical Society
Mailing Address: 225 North Roberts • Helena, MT 59620-9990
Office Address: 102 Broadway • Helena, MT • (406) 444-7715



August 25, 1989

Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620

RE: Maxville-Drummond
F19-2(11)48

Dear Mr. Kologi:

As requested we have conducted a cultural resource file search for the above cited project. The following cultural resources are currently recorded in or near your designated project area:

Maxville-Drummond F19-2(11)48

S4-8N-13W

24GN0447	8N	13W	SW	49	Travel,. railroad, stage route

S3-9N-13W

24GN0287	9N	13W	SE	01	Lithic scatter

S10-9N-13W

24GN0150	9N	13W	SE	14	Rockpiles
24GN0151	9N	13W	SE	14	Rockpiles
24GN0210	9N	13W	SE	01	Lithic scatter
24GN0211	9N	13W	SE	39	Historic homestead
24GN0212	9N	13W	NE	39	Historic homestead

S15-9N-13W

24GN0446	9N	13W	SW	49	Travel, railroad, stage route

S21-9N-13W

24GN0224	9N	13W	SW	01	Lithic scatter

S22-9N-13W

24GN0286	9N	13W	NE	01	Lithic scatter

S27-9N-13W

24GN0131	9N	13W	NE	27	Rockshelter or cave

S24-10N-13W

24GN0005	10N	13W	Other	01	Lithic scatter

Historic/prehistoric sites are currently on record in the local vicinity.

Thank you for consulting with us at this time. We look forward to consulting with you when the project plan becomes finalized.

Sincerely,

Mary McCarthy
Mary McCarthy
SHPO Intern

File: MDCH/Maxville-Drummond/1989

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978
August 24, 1989

REPLY TO
ATTENTION OF

Planning Division

Mr. Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, Montana 59620

Dear Mr. Kologi:

We have reviewed the proposed Highway 1 in Granite County, reference F 19-2(11)48, and we offer the following comments.

The design of the proposed project should ensure that the project is in compliance with flood plain management criteria of Granite County and the State of Montana. As a minimum, the design should insure that the 100-year flood water surface elevation of any stream affected is not increased more than one foot relative to pre-project conditions. It is desirable, however, that water surface elevations either remain the same or decrease as a result of this project.

It appears that some of the construction could take place in waterways or wetlands which are classified as waters of the United states and are therefore regulated under Section 404 of the Clean Water Act. If construction activities involve the temporary or permanent placement of dredged or fill material into waters of the United States, a Section 404 permit may be required. For a detailed review of the permit requirements, final project plans should be sent to:

Mr. Robert McInerney
U.S. Army Corps of Engineers
c/o DNRC/CDD
1520 East 6th Avenue
Helena, Montana 59620-2301

If you have any questions, please contact Mr. Steve Rothe of our staff at (402) 221-4579. Thank you for the opportunity to review this proposal.

Sincerely,

Richard D. Gorton
Chief, Environmental
Analysis Branch
Planning Division

DEPARTMENT OF COMMERCE
AERONAUTICS DIVISION

STAN STEPHENS, GOVERNOR

P.O. BOX 5178
2630 AIRPORT ROAD

STATE OF MONTANA

(406) 444-2506

HELENA, MONTANA 59604

August 24, 1989

Mr. Stephen C. Kologi, P.E.
Preconstruction Bureau
Department of Highways
2701 Prospect
Helena, MT 59620

Dear Mr. Kologi:

FILE: F19-2(11)48
Maxville-Drummond

The Montana Aeronautics Division has reviewed the above mentioned project; and, in our opinion, this project will not have any adverse effects on aeronautical activities in this area.

Thank you for the opportunity to comment on this project.

Sincerely,

Michael D. Ferguson, Administrator
Aeronautics Division

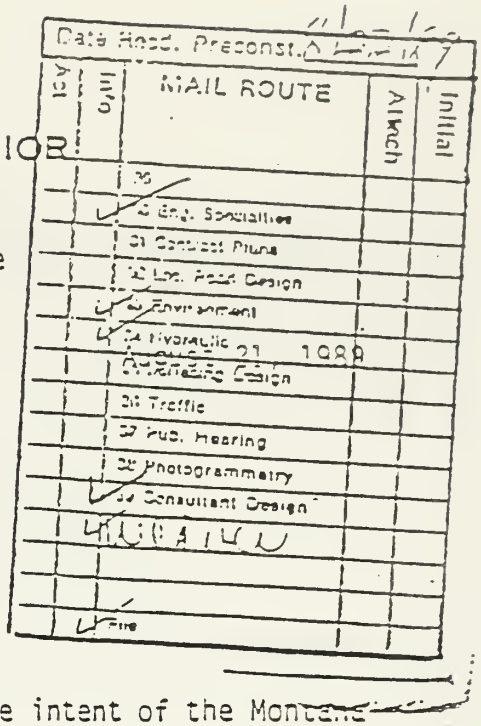
Gerald C. Burrows, Chief
Airport/Airways Bureau

bp

Date Recd. Preconst. 8-28-89

Act	Info	MAIL ROUTE	Attach	Initial
		20		
		20 Eng. Specialties		
		21 Contract Plans		
		22 Loc. Road Design		
		23 Environment		
		24 Hydraulic		
		25 Surfacing Design		
		30 Traffic		
		37 Pub. Hearing		
		40 Photogrammetry		
		23 Consultant Design		
		Milwaukee		

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
Fish and Wildlife Enhancement
Federal Building, U.S. Courthouse
301 South Park
Helena, Montana 59626



IN REPLY REFER TO:
FWE-61130-BILLINGS

Mr. Stephen Kologi
Montana Dept. of Highways
2701 Prospect Avenue
Helena, MT 59620

Dear Mr. Kologi:

This responds to your August 8, 1989 letter concerning the intent of the Montana Department of Highways (MDOH) to reconstruct approximately 14.3 miles of Montana Highway 1 between Maxville and Drummond. The project is identified as F19-2(11)48, Maxville-Drummond.

The information accompanying your August 8 letter indicates that the project will cross Flint Creek and Willow Creek, as well as several small, ephemeral drainages. Every reasonable effort should be made to minimize stream disturbance and/or encroachment at these locations. We also suggest that a wetlands impact assessment be conducted in accordance with the recently signed, "Memorandum of Understanding: Management and Mitigation of Highway Construction Impacts to Wetlands in the State of Montana". If any wetland impacts are determined to be unavoidable, they should be mitigated, also in accordance with the Memorandum of Understanding.

Endangered species which may occur in the project area include the bald eagle (Haliaeetus leucocephalus) and the peregrine falcon (Falco peregrinus). Pursuant to Section 7 of the Endangered Species Act of 1973, as amended, the Federal Highway Administration must determine if the proposed road improvements may affect these species. If it is determined that either of these species may be affected, it will be necessary for the Federal Highway Administration to initiate formal consultation with us. The following information may assist in that determination.

Two active bald eagle nesting territories are known to occur not far from the north end of the project. Several other eagle nesting territories exist in the general vicinity of the project. However, none of these nesting territories are located close enough to the proposed road improvements to be of direct concern. Bald eagles may also winter, to some extent, in the general vicinity and undoubtedly occur at times at the immediate project location as seasonal migrants. The peregrine falcon may also occur as a seasonal migrant. While we do not foresee any substantive issues with the proposed project, with regard to the bald eagle and the peregrine falcon, any powerlines in the vicinity, if not properly

constructed, could pose electrocution hazards for these species. To conserve these species, and other large raptors protected by Federal law, we urge that any powerlines to be modified or reconstructed as a result of the project be raptor-proofed following the criteria and techniques outlined in the Raptor Research Report No. 4, "Suggested Practices for Raptor Protection on Powerlines - The State-of-the-Art in 1981". A copy may be obtained for $5.00 by writing to:

Jim Fitzpatrick, Treasurer
Raptor Research Foundation
Carpenter St. Croix Nature Center
102805 St. Croix Trail
Hastings, Minnesota 55033.

We appreciate the opportunity to comment on the proposed project.

Sincerely,

Kemper McMaster
Acting State Supervisor
Montana State Office

cc: Roger Scott, Federal Highway Administration (Helena, MT)
Jeff Ryan, Montana Department of Highways (Helena, MT)
Jeff Herbert, Montana Dept. of Fish, Wildlife & Parks (Helena, MT)
Ken Chrest, Montana Dept. of Fish, Wildlife & Parks (Helena, MT)
Jack Thomas, Montana Dept. of Health, Water Quality Bureau (Helena, MT)
Steve Potts, Environmental Protection Agency (Helena, MT)
John Peters, Environmental Protection Agency (Denver, CO)
Larry Lockard, U.S. Fish & Wildlife Service (FWE-61130-Kalispell)
Suboffice Coordinator, U.S. Fish & Wildlife Service (FWE-61130-Billings)

JGW/dc

United States Department of Agriculture
Soil Conservation Service
Federal Building, Room 443
10 East Babcock Street
Bozeman, MT 59715

August 16, 1989

Mr. Stephen C. Kologi
Preconstruction Bureau
Department of Highways
2701 Prospect Ave.
Helena, MT 59620

RE: F19-2(11)48, Maxville-Drummond

Dear Mr. Kologi:

We have reviewed the above planned works of improvement and have no comments to offer.

Sincerely,

RICHARD J. GOOBY
State Conservationist

cc:
Ron Batchelor, State Biologist, SCS, Bozeman, MT

Date Recd. Preconst. 12-12-89

Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
	V	39 Consultant Design		
	N	D. L. Woods		
		U		
	N	Files		

ALLEN C. KOLSTAD
LIEUTENANT GOVERNOR

State of Montana
Office of The Lieutenant Governor
Helena 59620
(406)444-3111

August 15, 1989

Mr. Stephen C. Kologi, Chief
Preconstruction Bureau
Montana Dept. of Highways
2701 Prospect Avenue
Helena, Montana 59620

RE: Federal Aid Highway Project - Maxville - Drummond
Montana State IGR Clearinghouse SAI No. MT890814-076-X

Dear Mr. Kologi:

The above-captioned has been received. In order to provide notification to parties that may be interested in review and/or comment, it will be listed in the next Intergovernmental Review Bulletin issued from this office.

Any inquiries or comments regarding the report will be directed to you. Please provide copies of any comments received to the Clearinghouse for our files.

The Clearinghouse intends to take no further action on this proposal.

Sincerely,

DEBBIE DAVIS
Clearinghouse Manager

Enclosure

Date Recd. Preconst. 08-14-89

Act	Info	MAIL ROUTE	Action	Initial
		30		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
		File		

MONTANA INTERGOVERNMENTAL REVIEW CLEARINGHOUSE

REVIEW AND COMMENT FORM

Applicant: MT Department of Highways Phone: 444-6242
ATTN: Stephen Kologi
Address: 2701 Prospect Avenue, Helena, Montana 59620

Subject: Federal Aid Highway Project - Maxville-Drummond

Clearinghouse SAI No. MT890814-076-X

YOUR COOPERATION IS REQUESTED IN COMPLETING YOUR REVIEW AND RETURNING THIS FORM WITH YOUR COMMENTS TO THE ABOVE ADDRESS, WITH A COPY TO THE CLEARINGHOUSE, NO LATER THAN September 15, 1989

	YES	NO	COMMENTS
Is this proposal consistent with the plans, goals and objectives of your agency?			
Does the proposed action conflict with any applicable statute, order, regulation or rule with which you are familiar?			
Does this proposal overlap, conflict or duplicate other existing programs or agencies?			

Describe any suggestions or means of improving or strengthening the proposed plan.

Please convey your general conclusion by checking the appropriate response(s).

- ☐ Proposal is supported.
- ☐ Support only with conditions described below.
- ☐ Non-supportive for the reasons described below.
- ☐ Additional information is desired as described below.
- ☐ No comment on this proposal.

REMARKS:

Reviewer: Title:

Address: Phone:

Signature: Date:

Return to Applicant listed above, with a copy to: Montana IGR Clearinghouse
Lt. Governor's Office, Room 210
State Capitol
Helena, Montana 59620

DEPARTMENT OF
HEALTH AND ENVIRONMENTAL SCIENCES

AIR QUALITY BUREAU

STAN STEPHENS, GOVERNOR

COGSWELL BUILDING

STATE OF MONTANA

FAX # (406) 444-2606
(406) 444-3454

HELENA, MONTANA 59620

August 14, 1989

Mr. Stephen Kologi, Chief
Preconstruction Bureau
Montana Department of Highways
Capitol Station
Helena, MT 59620

Dear Mr. Kologi:

This is in response to your letter of notification regarding the highway improvement project designated as F19-2(11)48 Maxville-Drummond.

In general, any project which will smooth out the traffic flow, and reduce stopping and idling time will also reduce the amount of air pollution emissions from transportation sources. From this standpoint the Air Quality Bureau would like to support your efforts to upgrade the Montana highway system. Asphalt plants and gravel crushers are the primary emission sources for highway construction, and they must obtain an air quality permit from our office to operate in the state.

Sincerely,

Warren Norton
Environmental Specialist

WN:kh

Date Recd. Preconst 08-11-89

Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
✓		38 Photogrammetry		
N		39 Consultant Design		
N		D. L. Tillemans		
		✓		

SUMMARY OF THE OPEN FORUM
LOCATION AND DESIGN PUBLIC HEARING

FILE #420 F 19-2(11)
Maxville - Drummond

This is the report and transcript of the formal Location and Design public hearing held in the Drummond Community Center, Drummond, MT, on September 12, 1990. The project proposes to build a 28-foot paved surface on a subgrade that could allow widening to a 36-foot surface in the future. Two alternates have been studied from Hall north. The first generally follows the existing roadway and the second would be straight and parallel to the railroad. The first, Alternate 1, was reported as the preferred alternate.

The format was "Open Forum" in which neither a formal Right-of-Way (R/W) nor Engineering presentation was made. A packet was handed out to each participant containing a cover letter from the Director, an outline of the project proposal, a sketch of the project location, typical sections, the R/W and relocation programs, a list of the environmental concerns, reduced copies of the display boards and two pamphlets; one on funding and the other with typical R/W questions.

Forty-six (46) people attended the meeting through the hearing time from 5:00 p.m. to 8:00 p.m. They were greeted at the door, advised of the format and escorted to the display boards. Their general concerns were identified and then discussed with an engineer or the R/W representative. Their concerns, questions and opinions, either opposing or in favor of the project, were solicited. Options to submit their input were to write in using a form supplied in the packet, their own letter, or verbally by an interview at a recording station. Eighteen (18) people responded by written form – one of these also submitted oral testimony – and one phoned in his concerns for a total of nineteen responses. Copies of the written and oral statements are attached.

The following is a recap of the opinions and concerns:

Several letters dealt with the same basic concerns, that is the several irrigation ditches, shifting the alignment to avoid improvement and flatten curves even more than proposed. Six (6) people specifically opposed the increased right-of-way width although most agreed some improvements were needed as the existing road is dangerous. Five (5) letters stated they are for the project, with one of these also suggesting we widen the involvement in town by removing two structures for better clearance. Several people who attended the hearing were most concerned with the alternates and when they were informed that alternate one was preferred, they indicated agreement and did not provide formal input.

Daniel P. Barisch

Daniel P. Barisch, Information Officer
Environmental Section

DPB:D:ENV:225.cm

MAXVILLE - DRUMMOND

Attendance No. _____

Project(s): FA-2(11)48

Designation: [redacted]

Date: 9-12-90

	NAME (PLEASE PRINT)	ADDRESS	COPY OF TRANS/SUMM.?	SPEAKER
	[illegible] - Linda Johnson	4911 Hwy 10 W Philipsburg		
	Tom & Karen Facey			
	Wally Franz MDT	400 Oxford St. Butte, MT 59701		
	Bill Holt MPC	Box 447 Drummond Mt. 59832		
	Linda Hahne	Box 399 Philipsburg MT 59858		
	Rick Larsen	62 Grassland Dr. Drummond	✓	
	Jim McMahon	JIM NEMAHAN - P. Bay rt.		
	Debbie Evans	4929 Hwy 1 Mxv1		
	Linda Foster	4984 Hwy 10 Philipsburg		
	Jim & Bill Hanna	Hwy 1 Drummond		
	Carl Nelson Ranch			
	Jean Dinsmore	Box 235 Hall		
	Jim Dinsmore	Box 215 Hall ? (same as 10 down a 12)? ?		
	Scott & Kay McGregor	Box 186 Drummond		
	Fred + Donna M. Fahs	5905 Hwy 1 Drummond Mt.		
	Joe & Virginia Henderson	Box ? Hall		
	Sam & Sheila DiMaggio	82 E Mullan Trail Dr		
	Jerry M. Brunelle	Box 256 - Drummond		
	[illegible]	[illegible]	X	✓
	Walt Rizzo, Supt.	DPS, Dist. #1 & 2, Drummond		
	Allen Platt	Box 66 Hall Mt.		
	Bruce A. Wright	5160 Hwy #1 Hall, Mont		
	John & Darlene Cann	Box 193, Hall, Mt.		
	Edward C. Challinor	Box 418 Philipsburg		
	Maurice [illegible]	Box - 391 Drummond		
	Mike & Carol Foley	Box 12 Hall MT.		
	[illegible]	[illegible]		

F 19-2(11)48
Project(s): MAXVILLE - DRUMMOND
Designation:

Attendance No. _____

Date: 9-12-90

NAME (PLEASE PRINT)	ADDRESS	COPY OF TRANS/SUMM.?	SPEAKER
(JOHNSON TUNNEL FORK Ranch)			
Christine Johnson	Box H Hall, Mt.		
Allen Bramer	5144 Hwy 10 A Hall		
Alice F Bramer	" " " "		
John Ohrmann	6155 Hwy 10-A Drummond		
Richard L Skaggs	Drummond.		
Keith & Liz Ligma	Hall, Mt.		
Howard Hall (Clair 49 Ranch)	Box 2 Clair		Philipsburg
Nellie Henderson (March Ranch)	Box 78 Hall		Mont.
Sue Hetherington (nee Wise)	PO Box 13 - Hall, MT 59837		

DISTRIBUTION LIST - LETTER OF INTENT

Honorable Ralph T. Dunagan
Mayor of Drummond
P.O. Box 195
Drummond, MT 59832

Philipsburg Chamber of Commerce
P.O. Box 661
Philipsburg, MT 59858

Elem. Dist. 11 & H.S. Dist. 2
P.O. Box 349
Drummond, MT 59832

Elem. Dist. No. 8
Hall, MT 59837

U.S. Postmaster
U.S. Post Office
Drummond, MT 59832

U.S. Postmaster
U.S. Post Office
Hall, MT 59837

U.S. Postmaster
U.S. Post Office
Philipsburg, MT 59858

Montana Power Company
40 East Broadway
Butte, MT 59701

Richard L. Keller, Chief Eng.
Montana Rail Link
201 International Way
Missoula, MT 59807

U.S. West Communications
Attn: Mgr. Highways
P.O. Box 1716
Helena, MT 59601

Granite County Planning Board
P.O. Box B
Philipsburg, MT 59858

Granite County Commissioners
Granite County Courthouse
Philipsburg, MT 59858

Granite County Extension Off.
P.O. Box 665
Philipsburg, MT 59858

Granite Conservation District
P.O. Box U
Philipsburg, MT 59858

State Soil Conservation Serv.
10 E. Babcock St., Room 443
Federal Building
Bozeman, MT 59715

Department of Commerce
Attn: Admin. Trans. Div.
1424 - 9th Avenue
Helena, MT 59620

Department of Fish, Wildlife, & Parks
Stream Protection Act Manager
Fisheries Division
1420 E. 6th Ave.
Helena, MT 59620

Department of Health & Environmental Sciences
Water Quality Bureau
Cogswell Building
Helena, MT 59620

Department of Natural Resources & Conservation
Office of the Director
1520 East 6th
Helena, MT 59620

Environmental Quality Council
Office of the Director
Capitol Post Office
P.O. Box 215
Helena, MT 59620

State Clearinghouse
Lieutenant Governor's Office
Capitol Building
Helena, MT 59620

Department of the Army
Seattle Dist. Corps of Eng.
P.O. Box C-3755
Seattle, WA 98124

U.S. EPA Montana Office
Attn: EIS Review
301 So. Park, Drawer 10096
Helena, MT 59626

Federal Housing Administration
Office of the Director
Housing and Urban Development
Federal Office Building
301 So. Park, Drawer 10095
Helena, MT 54626

U.S. Fish & Wildlife,
Montana Office
Enhancement Division
Mr. Kemper McMaster
Field Supvr.
Federal Building, 301 So. Park
Helena, MT 59626

U.S. Fish & Wildlife Service
1501 - 14th Street West
Suite 230
Billings, MT 59102

Montana Automobile Association
P.O. Box 4129
Helena, MT 59604

Montana Motor Carriers Assoc.
P.O. Box 1714
Helena, MT 59624

Montana Stockgrowers Assoc.
Office of the Secretary
P.O. Box 1679
Helena, MT 59624

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